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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	11.40	12.00	1.15	2.22	4.55	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	—	12.09	1.24	2.31	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	—	12.21	1.36	2.43	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	—	12.34	1.49	2.56	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	—	12.38	1.53	3.00	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	—	12.48	2.03	3.11	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	—	12.52	2.07	3.15	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.20	12.58	2.13	3.21	5.34	6.29	8.08

Eight Sundays & Public Holidays Only. Sundays & Public Holidays Only.

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	1.56	3.00	4.17	5.18	6.03
Sheungshui	...Dep.	7.23	8.12	10.45	11.47	—	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.03	—	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	—	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	—	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SHA TAU KOK BRANCH.

WEEK DAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	2.20	6.25
Shataukok...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.	A.M.	P.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	3.20	6.25
Shataukok...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shataukok ...Dep.	6.30	10.15	1.05	5.00
Fanling ...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shataukok...Dep.	6.30	10.15	2.05	5.15
Fanling ...Arr.	7.25	11.10	3.00	6.10

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AERIAL TRAFFIC FOR THE MASSES.

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Sooner than any could have conceived, man's dream of directing his course at will through the empyreal regions has been consummated as an experience realisable by all. What, even but a dozen years ago, was not feasible by all at any moment, has now become universally practicable.

Even from remote country places, but a relatively short ride by train or motor-car is requisite, so as to reach the nearest airship port and embark on the aeroplane, in order to be able to traverse a large country, even a large continent, from one end to the other at a speed several times greater than that of the fastest overland express. A network of aerial traffic, similar to that connecting the railways but on a correspondingly larger scale, has already been organised, the great overland airship lines, with a barely interrupted course of 8 to 12 hours, being analogous to the express services running from west to east and from north to south. And to-day, just as the local trains are run to connect up with the nearest express long-service lines, in like manner independent smaller aerial lines with aeroplanes of reduced size have been instituted, the so-called auxiliary service, to convey passengers rapidly from outlying larger places all over the country to the long-distance airship stations, whilst an express train service brings them from the various provincial towns to the starting places of the auxiliary service. Thus the older, slower means of conveyance is forced to enter the service of the younger but swifter.

In the world's large industrial countries, the initial arrangements for aerial traffic by the masses are everywhere to be found.

TECHNICAL PROBLEM.

The purely technical problem involved is as good as solved, the only impediments to the service of airships being fogs and storms of hurricanic force. For many years to come, Europe, the continent where Lilienthal, the German aeronaut, made his prototypics attempts, paying his pioneer work with his life; where the aeroplane of the Brothers Wright was perfected, is destined to be the leading trial ground on which the organisation of aerial traffic will be cradled, especially as regards its economic results. Passengers and goods must be conveyed not only in safety but cheaply also, if aerial traffic is to become the travelling means for the masses. It is therefore interesting to note, that in the first half of the year 1926 an increase in the financial results had already been attained by the Europe-Union, the largest co-operative association in aerial traffic, principally owing to the continuous amplification of such conjoint action and by the increased employment of the largest aeroplanes.

Again, of all European countries, air traffic in Germany exhibits the greatest increase. The German home traffic, together with the international stages belonging to it, extended in August last to a sectional distances of 22,000 km. With that we may compare the expanse of the entire railway network in Germany, with a sectional distance of 52,000 km. The German aeroplanes conveyed 65,000 persons, a number that justifies an allusion to air traffic for the masses in the near future, particularly because it points to the fact, that travelling by airship is cheap in Germany and is now within the means of wide circles. The upward impulse of the German aerial commercial navigation is all the more remarkable, as the country is still heavily handicapped in her airship building by the stipulations of the Peace Treaty, though, of course, aerial construction in Germany did not rest upon its oars on that account but, on the contrary, still endeavoured to reach the highest pitch of technical perfection possible of accomplishment under the restrictive conditions enforced. In particular, she has still further developed her former paramount invention of the all-metal aeroplane of Junkers, now in use all over the world. As contrasted with the increase in the air service in Germany, the contrary must be recorded in both England and France.

THOUSANDS OF PASSENGERS CARRIED.

According to English statistics, within the last 12 months there were but 13,500 passengers as compared with 15,000 during the year previous, whilst France found herself compelled to suspend the important service of Strassburg-Prague. It is particularly in North and in South America, where there are the widest possibilities offered for aerial navigation, that the development of German aeronautics has aroused the greatest attention. For in the case of Germany, the success is obviously due to her superior commercial and technical organisation, since German finance, owing to the enormous burden upon it of the reparations, which almost throttle it, is now unable to support her air traffic by subventions for more than a fourth part of the total distances covered whilst England and France assist their commercial air fleet with huge sums, without having thereby secured the expected successful results. The example shown by Germany goes to prove how commercial co-operation untrammelled to the greatest possible extent and within the limits of the total economic life of the country, can yet win its way through, despite the oppressive external conditions to which it is subjected, through the conjoint participation of town and country, of associations industry, trade and banking.

The latest results of air traffic in the heart of Europe thus justify us in hoping that there will soon be a common advance in conjunction with the remaining large nations of the globe, notably with the countries of the American continent, so that before very long the mission of passenger traffic for the million may be realised for the benefit of humanity at large.

(*Continued at foot of next Column.*)

TRIUMPH OF THE PRESS.

ATTEMPT AT SUPPRESSION DEFEATED.

EMERGENCY EDITIONS IN GREAT BRITAIN.

More than a million copies of the great daily newspapers were published in London and circulated to all parts of the kingdom on May 10th. This figure does not include the circulation of *The British Gazette*, which alone published no fewer than 1,127,600 copies.

This remarkable achievement was the outcome of the vigorous struggle which the newspaper Press waged to overcome the attempt made by the organisers of the General Strike to suppress it. The newspapers met with increasing success each day, and during the week-end, so complete was the victory, that even the outlying districts of Cornwall were plentifully supplied with national newspapers.

By May 11th the clerical staff of the Manchester office of the *Daily Mail* had returned to work unconditionally, and at Carmelite House, the London Headquarters, numerous applications were received from the clerical workers who had been ordered to cease work by the Natsopa (National Society of Operative Printers' Assistants).

Three quarters of a million copies of the *Daily Mail* were circulated in London and throughout the country. The Continental edition, of four pages, containing photographs, was brought over from Paris by aeroplane, as usual, and in addition a paper was produced by a photogravure process at Carmelite House, and editions were printed in various parts of the country. The paper produced at Carmelite House was a large single sheet, printed on both sides, and contining a cartoon by "Poy."

The Times published a paper of four full size pages, the title page being filled with small advertisements. A paper of smaller size was published by the *Financial Times*.

250,000 COPIES.

The *Daily Express* published an edition of a quarter of a million copies on May 10th, which were circulated to various part of the country.

The *Daily Graphic*, which was the first newspaper to produce a picture paper in England after the strike had begun, published on Monday a single sheet, containing on one side three news pictures, and on the other a summary of events of the previous day.

The *Daily Mirror* published its emergency editions, as usual, on Monday morning and the circulation exceeded 200,000.

A four page quarto paper containing a leading article and the Prime Minister's broadcast announcement was published by the *Daily Telegraph*. One hundred and fifty thousand copies were circulated in London, and taken to the provinces by motor-car.

Larger editions of all newspapers were published from May 11th. A full news service from all parts of the country was maintained throughout the strike by the leading news agencies, the *Press Association*, the *Central News*, and the *Exchange Telegraph Company*.

In the provinces, the situation was even more favourable. Many of the provincial newspapers were able to publish without interruption.

BRITISH BUSINESS MEN.

LETTER OF THANKS TO THE PRIME MINISTER.

The following letter was recently addressed by Sir James Martin, president of the London Chamber of Commerce, to the Prime Minister:—

SIR,—With the return to normal conditions I am impelled, on behalf of the 60,000 business firms and companies represented on the council of this chamber, to express to you and to the other members of his Majesty's Government the keen appreciation and admiration which is felt by all at the manner in which the Government have faced the past critical days, maintaining the essential services of the country and safeguarding the food supplies of the people. I feel confident that your appeal for a spirit of good will in industry will not fail to meet with a ready response.

COMMUNITY HEALTH.

A NEW ERA PROMISED.

PROMINENT DOCTORS EXPRESS THEIR VIEWS.

"Years are already being added to the life of each member of the community," says Sir Arthur Newsholme, "and every advance in curative and in preventive medicine implies an enhancement in the general standard of life."

That modern man in on the threshold of a new era of improved community health, was the promise held forth by Sir Arthur Newsholme, former Chief Medical Officer of England and Wales, who has just returned to England from a tour of inspection of demonstrations in public health administration in New York State and elsewhere in the United States.

This statement, made before he embarked for London on the *Republic*, of the United States Line, was made by Sir Arthur at a dinner tendered him at the Hotel Biltmore by the boards of counsel of the Milbank Memorial Fund, New York.

At the speaker's table were many prominent statesmen, educators, doctors, and financiers, including Mr. John A. Milburn, Mr. Edward W. Sheldon, President of the United States Trust Co., Dr. William H. Welch, of Johns Hopkins University, and Mr. Albert G. Milbank.

"Public health demonstrations, notably those of the Milbank Fund in Syracuse, Cattaraugus County and New York City, were giving added assurance that the health of any community could be greatly improved by public measures financially within the reach of all governing bodies," said Dr. Newsholme, who is recognised as one of the world's leading contemporary authorities on public health administration.

"American medical men who recently dedicated their efforts to increasing the average life span twenty years within the next half-century, were on the right track," he said.

DURATION OF LIFE.

"Years were already being added to the life of each member of the community, and every advance in curative and in preventive medicine implies an enhancement in the general standard of life," he continued. "During the past seventy-five years no less than fifteen years had been added to the average duration of life in several countries, and during the past twenty years the gain in length of life had been greater than in the previous fifty years. Already in the registration area of the United States—notwithstanding the vast number of avoidable deaths in childhood and in adult life, caused by diseases well within control—the average expectation of life for every infant at birth was fifty-eight to fifty-nine years. A large part of this improvement was directly due to the increased care of health now becoming more general, both by personal effort and by the work of health authorities and of voluntary agencies."

As an example of such work, Dr. Newsholme cited the New York health demonstrations, in which the Milbank Memorial Fund is spending $2,000,000 to reduce sickness and death and to demonstrate that present-day medical knowledge had made longer life attainable. With the completion of the demonstrations, it would almost certainly be found that there had been an accelerated degree of improvement in the general rate of infant mortality per 1,000 births," said Sir Arthur. "This ought to be true even more for the rate of mortality among infants in the first month after birth and for the deaths of mothers connected with child-bearing."

"In promoting the welfare and health of the mother and her child in the early years, one could most easily anticipate disease, and bring the work of hygiene out of the region of pathology and disease into that of positive attainment and enhancement of health. Satisfactory care of the mother of the infant, by means within the reach of all (including a regulated diet, fresh air and sunshine, avoidance of exposure to the infectious colds of adults, and other medical preventive measures), would, said Sir Arthur, prevent rickets and many serious ills of childhood."

"Maternal and child health were especially indicated in the prevention of two great scourges of humanity, tuberculosis and venereal disease. No work for the mother and her child could have more than a fractional result, which did not constantly aim at minimizing and eventually eliminating these two arch-enemies of mankind."

THE BATTLE OF LIFE.

"Evil environmental circumstances which caused excessive mortality also caused illness and permanent deterioration of health in a vastly greater number of persons," Dr. Newsholme continued. "In the battle of life, there were always more maimed and wounded than killed. There were those who contend that in a prolonged life we do not really live longer, but were merely longer in dying. To them they threw back the burden of proof of their assertion and maintained that each advance in the civilized pursuit of health meant not only a temporary salvation from death, but an enhancement of the general standard of life."

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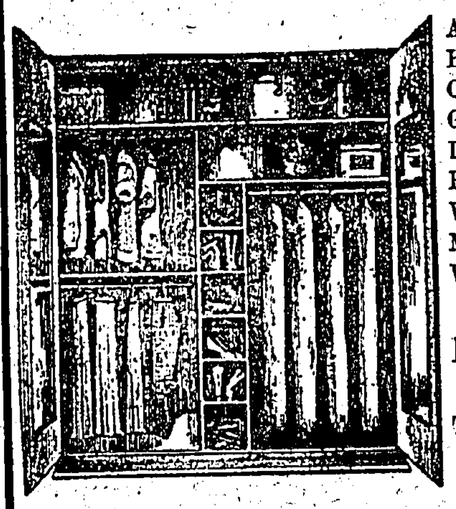
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Scottish Letter.

THE GENERAL STRIKE.

FAILURE OF ITS SHOCK TACTICS.

CALMNESS OF THE PUBLIC.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 14th.

The early days of the general strike found the Scottish public, although quite unprepared for the emergency, "carrying on" the general business of life in a quite remarkable fashion, cool, collected, without the slightest sign of panic. During the afternoons the strikers idled about the main streets of the cities blocking the pavements, and in the evenings dense crowds gathered at the principal centres, nine-tenths of them being attracted by curiosity, they "wanted to see what was going on." The crowds were not mobs in any sense of the term, though they certainly added to the difficulties of the police and the special constables in maintaining order. A few hooligans can easily cause disorder in such circumstances, and are difficult to identify and deal with when they have the refuge afforded by the packed masses of sightseers. In Edinburgh disorders were caused by a band of four or five hundred young men who came from the mining districts in the neighbourhood of the city intent on fomenting disorder by violence. None of the city workers appeared to be associated with the attacks on public order. Indeed Edinburgh men on strike regarded the sporadic outbreaks of rowdyism with misgiving and dislike; and in at least one union a proposal to return to duty in the event of a continuance of rowdyism was seriously discussed. In Glasgow the same state of matters obtained. Except in the East End, there was little excitement or disorder, and any scenes that did occur, were due to the presence of several hundred miners who had marched into the city and encouraged the resident hooligans. This district of Glasgow is the only danger spot in all Scotland.

THE CHALLENGE MET.

The Scottish people, indeed, have every reason to be satisfied with the manner in which they met the great challenge. The shock tactics of the revolutionaries have not succeeded. The nation has rallied splendidly to the Government's call for voluntary workers to ensure the carrying on of essential services; and every day shows steady progress in filling the blanks left by the strikers. Food supplies are not in danger; transport is improving; disorder is being effectively dealt with; and the attempt to starve the country of food has been shown to be as futile as it was foolish. The immediate success achieved by the Trade Union Congress in the unexpectedly large response to their signal for a stoppage of work will be their only success; and eventually it may be found to be the cause of their failure. Sooner or later—and sooner rather than later because of the large numbers involved—there will be a substantial breakaway among the strikers. Hundreds of thousands of men who have little or no sympathy with a general strike responded to the call out of a mistaken sense of loyalty to their Unions or from fear of reprisals. Signs of weakening are already evident among these half-hearted supporters of the strike, and with such large numbers involved, the breakaway when it comes will be substantial. Moreover it is a question whether the colossal loss in wages consequent upon the calling out of an unprecedented number of workers is in itself not a fatal weakness in the theory of the general strike. Millions of pounds are being lost by the workers every week. How long can they continue to endure such a drain upon their resources? To succeed the strike would require to be of short duration, and with the country organising as it is doing there is not the slightest chance of a quick victory for the strikers. Indeed the chance has already disappeared.

THE HOLD-UP OF TRANSPORT.

Most of the disorders centred round the public transport systems, the 'buses and trams being special objects of attack. Generally the incidents were confined to the breaking of windows, but in a few cases 'buses have been overturned. The students of the principal Scottish Universities have largely volunteered for tramway service, and the young fellows are very popular with the general public. The amateur conductors are subjected to much good-humoured chaff, the students, it is needless to say, enjoy the sensation they have caused. Any scuffles that have taken place in connection with the 'buses and trams, curiously enough, have originated in the interference of outsiders, the

(*Continued on next Column*).

LAW AND THE DOG.

JUDGE'S PET THAT "WENT OFF LIKE A ROCKET."

MERRIMENT IN COURT.

Dog owners' responsibilities were defined amidst much laughter in the Court of Appeal, when knotty legal points were thrashed out regarding the liability of persons owning such pets. The appeal was by Mr. W. Newell, who resides on the top floor of a house in Camberwell-road, London, against a decision of the County Court judge at Lambeth. The judge had held appellant liable to reimburse Mr. W. H. Tonsley, refreshment caterer, whose business is on the ground floor of the same building, an amount that had been paid as compensation by Mr. Tonsley to Miss Edith Hines, one of his waitresses, for injuries she received while in his employment.

Appearing for Mr. Newell, Mr. Martin O'Connor related that in August last Miss Hines was descending the stairs accompanied by the dog, a smooth-haired fox terrier. It struck against her, or she fell over it, and tumbled down a flight of steps and was injured.

Lord Justice Scrutton observed that he noticed from the note of the County Court judge that the dog was produced in that court. "Do you produce him here" asked the judge with interest.—His lordship was told that it was believed that the dog was now dead.

Lord Justice Bankes, to Mr. O'Connor: Whom do you appear for?

Counsel: I am the dog!

The three judges joined heartily in the laughter which followed.

Lord Justice Bankes: Then don't bark too loud.

Mr. O'Connor argued that he could not be held liable to indemnity, because the injured person could not herself have recovered in an action for damages. There was no vice in the dog.

Lord Justice Scrutton: I used to have a very large dog, and when he was let loose he went off like a sky-rocket. I always thought I would be liable if he bowled anybody over.

Lord Justice Atkin: I suppose there is no doubt that if the dog had been dead and the owner had thrown it downstairs, he would have been liable had the animal hit anybody!

Mr. Duke, for the employer, stated the dog was being kept on the top floor against the wishes of the landlord, and so appellant was guilty of negligence in allowing it to escape from the room.

Their lordship allowed the appeal upon the ground that the owner was not bound to keep his dog continually under control.

Lord Justice Bankes remarked that the County Court judge was wrong in saying, in law, it was the duty of the owner to keep the dog to his own premises and not let him escape. There was no evidence that the dog was otherwise than well-behaved.

regular tramway men, who are on strike taking no part in them. The Edinburgh tramway men, however, threaten to withdraw their contributions to the Royal Infirmary because of the part the medical students have taken as strikebreakers.

THE USE OF THE ROADS.

It is one of the objects of the strikers to deter people from using the roads. More particularly in industrial districts, pickets are attempting to hold up traffic and to interfere with the transport of food and other supplies. They are demanding the production of T.U.C. permits, and in some cases traders have submitted to this requirement in the hope of escaping trouble. But in adopting this course traders are simply flattering the self-importance of the local Soviets, and giving them the impression that they are in command of the situation. The General Council of the T.U.C. make it a matter of complaint that a letter they sent to the Prime Minister before the strike was declared offering to assist in the distribution of food supplies was ignored. What else did they expect? By "assistance" they mean a system of permits. They have no right whatever to interfere with the free use of the roads by the public, and the pretensions they make in this regard are intolerable. The Lord Advocate has announced that any attempt to stop a vehicle by force or threats is illegal, and will at once be dealt with by the police. The difficulty is that the pickets select places for their operations where only a small constabulary force is maintained, and where the risk to themselves of intervention by the police is regarded as comparatively remote. But measures are now being taken which it is to be hoped will soon put a stop to this practice. Flying squads of special constabulary are being employed, and motor patrols are being organised, where need be, to facilitate the transport of foodstuffs.



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[A.P.B.] [3517

COST OF LONDON SCHOOLS.

ESTIMATE OF NEARLY £11,000,000.

The annual maintenance estimates of the London County Council Education Committee for 1926-27, providing for a total capital expenditure on education of £10,913,145, were recently considered at length by the London County Council.

Their adoption was moved by Mr. W. H. Webbe, the chairman of the Education Committee, who paid a high tribute to the ability and untiring energy which had been shown by the Council's education officer, Mr. G. H. Gater, in his task of reducing the estimates to meet the economy requirements of the Board of Education without in any way interfering with the three years' educational programme or policy of the Council.

Miss Susan Lawrence, M.P., declared that those who thought the arrangements come to between the Council and the Board of Education would not interfere with the three years' programme of the Council were living in a "fool's paradise."

Members of the Labour party upon the Council had given notice of thirteen different amendments to the education estimates. Eleven of them were discussed for about five hours, but all of them upon a division, were defeated by considerable majorities, and the estimates as submitted were then adopted.

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[A.P.B. [3659



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CHINA'S TRADE.

INTERESTING AND OPTIMISTIC VIEWS EXPRESSED.

FUTURE PROSPECTS.

Under the heading of "Prospects of Trade with China," a Shanghai correspondent writes to *British Industries* as follows:—

Present conditions and the changes that are taking place in China will need to be carefully studied by British manufacturers and merchants if advantage is to be taken of the opportunities for trade that will ultimately arise. It is not suggested that the present civil wars and disturbances will cease in the near future, but the end will come some day. The question then is: shall we be ready to help in the rehabilitation of China when the right moment arrives?

China is not a democratic country. For centuries she had been governed by autocrats, mostly, according to Chinese lore, men of high birth and lineage. Suddenly, without any warning or preparation, and at the instigation of a few hot heads who had received a superficial Western education and were practically ignorant of the history and traditions of their own country, China was plunged into a revolution, from which emerged a so-called republic. Not only Chinese merchants, but men who have tried to help their country by accepting posts in the Government, and have resigned in despair, have stated to me that China requires an emperor, and is no good as a Republic. Therefore, until a strong man shows himself who will command the respect of the country, we must expect civil wars and disturbances.

GROWTH OF NATIONALIST FEELING.

Then there is the anti-foreign feeling among certain classes of Chinese which has manifested itself during the past year. This is not so much feeling against foreigners as the growth of a nationalist feeling. During the past 20 years numbers of young men have been educated abroad. They have come back expecting to find China on the same level as the most progressive of Western countries. When they find this is not so, they feel that China's position is due to the machinations of the Western Powers, who, they think, wish to keep China in subjection. They know nothing of the reasons for the various treaties which were entered into by China with the world Powers, and they demand the cancellation of what they consider the "unequal treaties." Hence the anti-foreign feeling amongst them.

A factor of importance to British manufacturers and merchants is the growth of industrialism, and the fact that this is going on in spite of internal disturbances. A significant feature is that Chinese capital is now coming forward to establish industries, transportation facilities, and public utility undertakings. Another noteworthy fact is that technicians are now nearly always Chinese, mostly educated and trained abroad. Up to recent times it was difficult to get Chinese students to do more than take a theoretical course in technics, but now an increasing number go in for a thorough practical course of instruction.

CHINESE STUDENTS IN BRITISH WORKS.

This, of course, raises the question whether we are to give these young men opportunities for training in British works and factories. When the students only wanted to get a superficial and theoretical training this was not desirable, but in my opinion British manufacturers will be well advised to accept Chinese students for a course of training in their works. Otherwise we shall get hordes of Chinese engineers who have been trained in American and German work, and who will, therefore, become prejudiced in favour of American and German machinery and products.

The rapidly changing conditions in China also demand that British manufacturers should keep in direct contact with Chinese buyers. The day has gone past when we could depend entirely upon intermediaries for our business. Especially in technical work, the Chinese prefer to discuss matters direct with manufacturers.

OUR ATTITUDE TOWARDS CHINESE.

Lastly, but most important, is our general attitude towards the Chinese. We must recognize that the average Chinese merchant is a gentleman, and he greatly appreciates courtesy. With all the world clamouring for China's trade, the essentials of success in commerce in China to-day are, straight dealing, consideration, courtesy, and the ability to understand the Chinese mentality in any questions that may arise. We must also bear in mind that the Chinese business community is suffering just as much from the present disturbances as the foreign business community.

(*Continued at foot of next Column.*)

It is also essential that we give service, and we must never forget that we have keen competition to face, and that we are dealing with a very rapidly changing China. The men sent out here must be receptive and ready to face the daily varying problems that come up for prompt decision.

In spite of the numerous "wars" that have been and are being carried on, important developments are taking place. Factories are springing up by dozens in all the Treaty Ports, and in these ports building is going on at a rate which astonishes even those who are living here. The value of land is increasing all the time, and now stands at a level which is comparable to London or New York. China is undoubtedly a market which is capable of the greatest development during the next 20 or 30 years, and we must prepare to take every advantage of this development.

THE T.S.S. "RAUB."

FOR STRAITS TRADE.

LAUNCHED AT TAIKOO YESTERDAY.

The twin-screw steamer *Raub*, which is being built by the Taikoo Dockyard and Engineering Co., of Hongkong, Ltd., to the order of the Straits Steamship Co., Ltd., was launched yesterday, the naming ceremony being performed by Miss Irene Butler, daughter of the Hongkong Superintendent of the Ocean Steamship Co., Ltd.

The vessel is intended for the Company's passenger and cargo trade. The principal dimensions of the *Raub* are:

Length over-all	242ft. 0in.
Breadth	42ft. 6in.
Depth	20ft. 3in.

The vessel has two complete decks and promenade and boat decks. Every attention has been given to the rapid handling of cargo, by arranging three large hatches in the ship served by six steam cranes, also four large cargo doors are fitted each side of the vessel to facilitate the working of cargo and for embarking native passengers. Provision is made for dealing with heavy lifts, a derrick for heavy loads together with a specially designed cargo winch being fitted to serve Nos. 1 and 2 hatches. The 'tween deck space throughout the length of the vessel is arranged as native passenger accommodation. Accommodation for first class passengers is arranged on the shade deck, in large staterooms fitted up in the most up-to-date style. The first class dining saloon, at the forward end of the shade deck, is fitted with large windows and handsomely furnished in hardwood furniture. Just aft of the saloon an attractive stairway leads to the first class lounge and smoke room on the promenade deck, the promenade space providing ample room for deck games.

The machinery, which consists of two sets of triple-expansion engines having cylinders 11in., 19in., and 31½in. diameter with a stroke of 20in. with two cylindrical Scotch boilers, has been designed and constructed by the Taikoo Dockyard.

The vessel is being built in accordance with the British Corporation Register of Shipping's highest class for this service, and, when complete, will be a worthy addition to this Company's fine fleet of vessels on this service.

SHANGHAI'S RICE.

PRICE SOARS AND PROFITEERS WARNED BY COUNCIL.

According to Shanghai newspapers to hand the price of rice has been soaring abnormally of late in the northern city. It would appear that farmers and dealers in possession of quantities of the cereal have not been slow to discover that their stocks bring higher prices at the harvest-time, when, supposedly, rice supplies are running low and the demand is greater than at other times. Thus they hold their stocks until the new harvest and create the exigencies which are well known to a rice-eating nation. The new harvest, now being planted, with prospects of maturing in early September, offers a certain amount of temptation to rice-hoarders. Last Saturday's rice quotation was $17 for 200 lbs.

THE COUNCIL'S PROCLAMATION.

The Municipal Council has issued the following proclamation on the subject:

"From investigations made by the Council into the causes contributing to the present abnormally high price of rice, it appears that, in their greed for personal gain and unmindful of the hardships and suffering caused to poor people, certain persons have accumulated stocks of rice, which they are withholding from the market, creating a temporary shortage of supplies, and forcing up the price to an unwarranted figure.

"Rice is the staple food of the Chinese people, and profiteering or speculating in the food of the people is an offence against the law, and severely punishable.

"Notice is accordingly given that any persons profiteering in rice, whether by the withholding of stocks or by any other means, are liable to prosecution with severe penalties on conviction, and with confiscation of their stocks.

"The public is earnestly requested to report any cases of rice profiteering that may come to its knowledge. Such reports should be in writing, addressed to the Commissioner of Police, Central Police Station, Hankow Road, and should give as full particulars as possible so as to facilitate prosecution against the concerned."

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TRADE WITH THE DOMINIONS.

LORD BURNHAM'S VIEWS.

"A NEW EMPIRE."

Lord Burnham, speaking on "Britain and Greater Britain" at the weekly luncheon of the Soroptimist Club, at the Criterion, London, said we had in Africa a new Empire which was designed to rival in its wealth and opportunities the Eastern Empire which had counted so much in British history.

Visiting Ceylon recently he found a prosperity which was amazing, and was enjoyed as a result of the revival of the rubber market in the first place. In Malaya there was also great development in this line of production, and in both these places Great Britain had as near a natural monopoly as one could see.

He did not think our trade with foreign countries would count half as much in the future as it had done in the past. On the other hand, our export trade, and especially our export trade of manufactured goods to our Dominions, was rising steadily. Undoubtedly our greatest opportunities were in Australia and New Zealand, and he was certain that in Canada there was the strong determination to trade with Great Britain so far as they could.

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IS HONGKONG VICTORIAN?

AN INAPT COMPARISON.

A FEW FACTS AND IDEAS FOR DIGESTION.

[BY DYPIT FOR THE "HONGKONG DAILY PRESS."]

Most new arrivals in Hongkong soon sum up the situation as Victorian. They don't mean it as a compliment. They find that our eastern buttress is disappointingly different from their Maughanled Kipling-bred conceptions of east of Suez. For a state of affairs with which they are imperfectly acquainted, human beings usually hit upon a word of which they don't clearly know the meaning But Victorian is an unusually inapt word to apply to this colony. It is neither enlightened appreciation nor conclusive abuse. Britain in the nineteenth century had much more about it to admire than to condemn; and it is time that the talkers got busy and read some book like Herbert Paul's five volumes about the years from 1847 to 1895. They would then see that they might as well call Hongkong Alexandrian or Periclean, Augustan or even Byzantine. It has some very obvious Babylonian features. But to call it Victorian is as sure a proof of lack of information and observation. as to call the situation in China Gilbertian.

LIFE IN HONGKONG.

Perhaps it is the geographical name of our city, or the glimmerings of living historical knowledge in learning that this colony was founded at the beginning of the reign of Queen Victoria, or perhaps a sudden discovery of our fondness for royal statuary, that inspires the critics to use this word. It cannot surely be confusion over the fact that annals of the Victorian Era record a Mackonochie, of sixty years ago, prosecuted in the Court of Arches for "kneeling before the elements. . . . using lighted candles. . . . burning incense, mixing water with wine." It is more likely sheer ignorance. If there is anything in the connotation of the term to account for its application to a community which dances with such persistence and dresses with such abandon, it must be in the sphere of ideas. We know that life in Hongkong is placid, that material considerations count for a great deal and that we are largely at the mercy of little worries because we are afraid of big troubles, and that the clash of great principles does not disturb us so often as is good for British health.

LIFE IN ENGLAND.

And we fondly foolishly imagine that it was like this in England from 1837 to 1901. We take our notions of that era from Tennyson, because his poetry, being easy to read, was taught us at school. We forget that he lived detached from the life of his times, afraid of expressing ideas which would mean taking sides, and therefore risking half his market, on the great dividing questions of the times. He glossed over everything which history now brings out sharp and rough. Of an age of the spirit the only voice we have listened to is the voice of its sybarite. Thus it is that we imagine the Victorian Age to have been placid and stagnant. Actually it was turbulent and progressive to a degree unsurpassed by any reign of equal length. People think vaguely that Victorianism was uninterrupted prosperity, and unbroken peace; undisturbed faith in the Christian Religion; docility under constituted authority; sound men in charge of affairs, and practical politics carefully preserved from the tinkering of theorists; a deaf ear, or even a cudgel, turned on miscreants with ideas; subservient working classes; ardour for imperial expansion; a salutary fear of social ostracism which kept hot-headed folk from making a nuisance of themselves with opinions different from those of the best people; conventional behaviour; ugliness in clothes and furniture, and the dullness of respectability. A mixture of Matthew Arnold and Ruskin would soon destroy this congestive outlook.

Probably there were middle-class homes in England then, as there are now and always will be, in which those were the charactistics of life. But none of those things is typically Victorian. The men and events which history celebrates as Victorian transcended all that. Look up a few of the facts. Ability to recall what happened in eighteen anything is regarded as the loathsome stigma of a politician.

PANICS AND BOOMS.

There were phases of adversity as well as prosperity; panics as well as booms. Against the flourishing years from '70 to '74, there was a slump five years later which is thus described "From one end of the kingdom to the other, great firms became bankrupt, mines and iron works were stopped, ships lay idle in ports, and a universal feeling of despondency and distrust spread like a blight into every corner of the industrial world." It is clear that the croakers must then have declared the doom of British industry. Lancashire suffered terribly from the American civil war in 1862. In 1879 there were seventy-two strikes. The activities of trade unions did not begin with desperate bolshies yesterday. They began in the middle of the century, and long before the end of the century had won legal recognition as something more than illegal societies or conspiracies in restraint of trade. The author of Tom Brown's Schooldays was among those who dared to help the movement. An eight hours day was adopted as part of the programme of the Miners' union in the sixties. There was a big European war, as well as many expensive colonial wars, undertaken by Britain, while the Victorian public jingoed and objected, even as you and I, according to mood. Britain was scared by being on the verge of the red revolution of the barricades in Paris in 1848, as well as popular and nationalist risings in Italy, Berlin, Austria; and again by a communist revolution of 1871 in Paris. The latter is described by a contemporary Victorian as "a socialist and red republic. . . . perpetual flag to the proletaire class everywhere."

THE MODERN SPIRIT.

Some folk talk excitedly as if the proletariate was a new invention of some twentieth century devil. Others, with their head in the clouds and their feet on the edge of destruction, imagine that some twentieth century angel has started a new age with The League of Nations and Disarmament. Cobden advocated arbitration, and spoke for disarmament as an alternative to the expense of plating ships with armour more than fifty years ago. Tennyson has assured us that "All the world wondered" with admiration for the might of British valour at Balaclava; but Matthew Arnold, who was certainly one of the world at the time, records in his letters the opinion that "Those gentlemen will be more missed at reviews than in the field," and the French General who was looking on said "C'est manifique, mais ce n'est pas la guerre." There was sufficient tolerance, and a sufficient sense of reality, to allow the spread of such opinions. It was in the middle of the Victorian Era, not in the twentieth century, that writers began to talk about the modern spirit, and to foster it, as a spirit that would question "the immense system of institutions, established facts, accredited dogmas, customs, rules, which have come to them from times not modern." They were go-ahead generations, compared with which much that is more modern is reactionary.

RELIGIOUS DIFFICULTIES.

That there were religious difficulties is more generally realised. Our local papers advance now and then to the battle positions of the Victorians. Some of the facts are worth recording as a tribute to the free spirit of enquiry then in the air. When the reformed science of geology was expounded by a Scottish stone-mason, thinkers began to give some attention to German critics who were questioning the literal inspiration of the Bible and thereby, as was at first supposed, threatening the sure foundations of true religion. A colonial Bishop, working on mathematical and statistical arguments, challenged the historical truth of the Pentateuch, and the Judicial Committee of the Privy Council supported him in his consequent difficulties with his superiors in the Church. The authors of what was in its day, 1860, a heretical collection of Essays and Reviews had to face the punishment of Church authorities, who were also Educational authorities, as well as Convocation's censure of their book. But, supported by an immortal and humourous judgment of Lord Westbury's, they defied authority and questioned established dogma, winning through to the triumph of seeing one of their number a Victorian Bishop, and two others the Heads of Oxford Colleges. When the most eloquent and socially powerful Bishop of the English Church undertook at a meeting of the British Association in 1860 to squash, with scorn and scoffing, the theories of Darwin about Evolution, it was found that "The Lord had delivered him into the hands" of Huxley, who defending science from religion, had the courage and skill to keel-haul him with complete success.

POLITICAL DEMONSTRATIONS.

It was found necessary in 1848 to enroll 170,000 special constables in London to deal with a political street procession. In 1866 a demonstration of working men defied the Home Secretary and the London police to the extent of pulling down the railings of Hyde Park to hold a forbidden meeting. In 1886 a Trafalgar Square mob so terrified the denizens of St. James's (throwing stones at the windows of the best clubs was part of their demonstrations) and of Piccadilly that many members of the ruling classes thought it advisable to quit London and let the revolution take its course. But the inbred good-sense, integrity and justice of the British people, as well as their rough readiness to scrap, at home or abroad, for what they thought they ought to have, were strong in the Victorian Era. Neither the rulers nor the agitators of that age are to be disparaged by comparison with any of their successors of the present century.

COBDEN'S IDEA OF THE CHINESE.

It is more than eighty years since Cobden pointed out to Parliament an aspect of the Chinese question, which some of us are still, apparently, blind to; a merely sentimental consideration, no doubt, but one that is felt. The young Chinese are fond of it—"an ingenious and civilised people, who were learned when our Plantagenet kings could not write, who had logic before Aristotle, and morals before Socrates." John S. Mill expounded some principles about government, in his Representative Government, 1860, which one would expect to find familiar to every keen citizen whose name is on a voters' list at home, or who signs a petition for representative government in Hongkong, or who contemplates, with any intelligence, China's experiment in modern political institutions. But I could not find the book under Mill's works in the Hongkong Club. For those who cannot find time for much reading of this sort, the ninth paragraph can be recommended. There is nothing new in saying that colonies are an encumbrance which is not worth the expense; nor in the opposite doctrine, to which people are wakening up, that colonies are worth having but that we must be prepared to fight to keep them. These are both Victorian sentiments. The former reached a pitch of considerable intensity at the election of 1880. The latter was classically hinted by Lord Kimberley when he said "But there is a disposition in so many members of our party to imagine that an Empire can be, and ought to be, maintained without ever resorting to force, that I foresee difficulties when it comes to the real pinch."

DRESS IN THE VICTORIAN AGE.

The Victorians were not all dull and conventional. There is much less diversity in dress, demeanour, and opinion among a hundred present day representatives of the middle-classes than there was fifty years ago. We "moderns" are products of a stereotyped machine called state education, or of an education which, even when it costs an individual and discriminating price, is dominated by the general conceptions of wholesale state education. Although men take excessive care with their dress to-day, it is directed solely to ensuring that they will be dressed exactly like the other men they meet. Palmerston was a "gay eupeptic son of Belial." One can imagine how well he would fit in with the society of fantastic individuals in a book like the recently published Uncensored Recollections, compiled by a Victorian. Thackeray was a republican, and enjoyed the last of bohemianism in London, as George Moore in his youth sampled the last of it in Paris. George Eliot was a rebel against the family system, and exploited the "natural antipathy of consanguinity" which is taken as a smart modern Shavianism. Shaw is the last of the Victorians.

"SPIRIT OF CONTEMPT FOR MERE AUTHORITY."

The rulers were not all aristocrats. There was Disraeli. In the parliament of 1880 there were three workingmen, although working hours were long, and free education did not come in until 1891. Joseph Chamberlain, at the beginning of his career was reckoned a dangerous man likely to put class against class. The greatest theorist of Victorian times (and his theories are still the chief stock-in-trade of so-called advanced people) was an officer of the East Indian Company, and for more than twenty years conducted the correspondence of the company with native chiefs. He was also a member of the famous Jamaica Committee. Macaulay was rejected as an M.P., by Edinburgh, in spite of his popular whig politics, and although he had added a reputation as an administrator in India to his fame as an essayist in the Edinburgh Review; because he had much of that bumptiousness which some of us foolishly imagine that the Victorians meekly admired in public men. Vanity Fair, of 1849, regarded by all admirers of the Victorian Era as the greatest of all novels, owed much of its success to its "spirit of contempt for mere authority or rank, not distinguished by genius or virtue, which was characteristic of England when it appeared." Bradlaugh announced himself an atheist in Parliament and as such unable to take the oath, but insisted on his right to sit, as a chosen representative of the people. He fought the point for eight years, and, although his methods were not by any means charming, attracted sufficient respect to win. Plimsol, to get his line adopted, made a violent scene in the House of Commons in the seventies, refused to apologise, but survived. Gladstone triumphed over the appellation Judas Iscariot. The Royal Family had to triumph over Punch's caricature of Queen Victoria and Prince Albert as importunate beggars; and Her Majesty had to live down a bitter accusation of pro-German sympathies against Denmark in 1864; and had to depend, in each case, not on prestige, but on personal merits. It is absurd to brand as materialistic an age which accepted Carlyle, with all his imperfections on his head, as its prophet. The Age which is supposed to have revelled in ugliness discovered the greatest British artist, Turner, whose "Fighting Temeraire" was exhibited in 1839; and the only original school of British Art, the Pre-Raphaelites, got together in 1848.

A VIRILE PERIOD.

It was an age of Philistines only in so far as all ages are copious with greedy people engrossed in their own gains. But we cannot truthfully say that it was an age of fixed ideas. Even the sacred rights of property were tampered with by hoary Victorian statesmen over fifty years ago, in the recognition of tenant right in Ireland and in the disestablishment of the Irish Church.

It was not a flabby age. It was virile. No bogey was so terrible but what some men, irrespective of class, were ready to challenge it, without counting the personal cost. There were Ulysseses and Knights Errant in plenty, although Tennyson, who earned Peel's patronage by describing the one and Queen Victoria's by describing the other, was not either, in the active modern sense. We are grossly extravagant with our praise if we accuse a little place like Hongkong of having the qualities of a great nation developed throughout a stimulating and exciting century. If Hongkong can avoid being Carthaginian it can console itself for failing to be quite Victorian. The world is still feeding on the scraps of ideas that have fallen from Victorian tables; still warming its hands at the glowing embers of Victorian fires. What is wireless, as a step in human progress, compared with the mighty flight of laying the first atlantic cable in 1866? Is it so very wonderful to listen to the Savoy Orpheans broadcast to Aberdeen, when we have read in the letters of a visitor to Berlin in 1885 that in the Crown Prince's drawing-room he listened to the Opera on the Telephone, the Prince showing him how to put it on his ears.

THE FAULT OF THE SCHOOLMASTER.

It is easy to account for the small way in which the wonderful Victorian Age figures in our minds, compared with certain periods in the more distant past. No generation ever knew so little about the generations immediately preceding it, as did the generation born in the last decade of the nineteenth century. If they had been as much under fatherly and grandfatherly tutelage as earlier generations were, they would have been luckier. But they didn't "do it" at school. Parents had lost confidence in their power to give their young the new knowledge alleged to be necessary in the modern world. They handed them over to schools and universities. But set a man to teach in a school and you can depend upon it that sooner or later he will prefer to teach only what he has read in books, and will abstain from expounding what he has encountered in life. For it is safer so to do. He may not be the man to whom you would go for advice about your latest scrape; but he will tell you with an air of conviction all about the causes, conduct and consequences, with alternatives, of the War of The Roses. A man may have spent a generation reviewing current literature, and enjoy the daily reading of it; but put him in a professorial chair, and he will immediately set about expatiating on Pamela, even if he finds it the most boring book in the world. It looks like a plot on the part of the old to keep to themselves their only asset of real knowledge from recent experience, and to pass on to the young only the shadows of dead facts which they have learned in books.

Thus it happens that a generation may move forward, and have to take its place in the front line, without knowing anything about the achievements of those from whom it takes over. Surely it would be more to the general good if the generation which is now coming into power, had studied the Court of Queen Victoria rather than the Court of Louis XIV., knew about the Land Acts of modern Ireland rather than the agrarian agitations of the Gracchi, and had been informed about the history of Trades Unionism rather than taught to forget the names and dates of the Plantagenet Kings.

CHIANG KAI SHEK'S POSITION.

UNEASY LIES THE HEAD THAT WEARS THE CROWN.

SUSPICIONS AND RUMOURS.

[FROM OUR CHINESE CORRESPONDENT.]

Up to June 15th, General Chiang Kai Shek, the Commander-in-Chief of the Kuomintang Army, was still in Canton. While he is, of course, responsible for the Northern Expedition latest information does not lead to the belief that he intends to go to the front personally, except perhaps for an occasional inspection trip to the Kwangtung-Hunan border.

General Chiang Kai Shek, in his new role, has now control, in name at any rate, of all districts of Hunan and Kwangsi as well as Kwangtung. As civil power now-a-days does not count, his command of the three provinces, if he is allowed to exercise it without opposition caused by internal disaffection, will give him influence similar to that of Marshals Chang Tso Lin, Wu Pei Fu, and Sun Chuan Fang, in their respective spheres.

Southern Chinese political writers, however, are of the opinion that certain corps commanders of the Kuomintang, including Li Tsai Hsin, Generals Li Chung Jen and Huang Shao Hung, of the 4th and the 7th Army Corps respectively are not by any means heartily supporting the policy of their new superior, and the failure of several corps commanders to congratulate General Chiang upon being gazetted for the high command is the subject of much comment.

RUMOURS AND SUSPICION.

The Chief of the Canton Police has added 40 more men to the strength of the detective force of the city. These new men will devote their attention to the suppression of those who spread alarmist rumours. Since the appointment of General Chiang as Commander-in-Chief there has been a great deal of wild talk about his desire to disarm all units who are not wholly submissive to him and a great deal of suspicion has been created in consequence.

COAL.

The inhabitants of Toyshan, a large district on the West River, have asked the Kuomintang to over-rule the claim of the Strike Committee pickets near Kongmoon that coal is an "imperialist" article. The strike pickets have lately seized consignments of coal on the ground that coal is of British origin. The people of Toyshan state that China has also coal in abundance and they are asking the Kuomintang to inform their fellow comrades of this fact.

CRIME WAVE.

Crimes are frequent in Canton City, and many of them are attributed to the numbers of discharged soldiers and unemployed from various ports. The Canton Chief of Police has succeeded in getting the approval of the Municipal Council to organize a special armed police of 810 men of all ranks. It is not expected, however, that the new armed police will be on duty before July 15th.

WAGES CLAIM.

TALLYMEN'S SUCCESSFUL SUIT AGAINST HOLT'S.

Before Mr. Justice Wood, at the Summary Court yesterday, two Chinese tallymen each claimed from the owners of Holt's Wharf, Kowloon, $22 as wages due, and the same amount in lieu of notice.

Mr. A. E. Hall represented plaintiffs, and Mr. L. R. Andrews defended.

Plaintiffs stated that they were engaged at the Wharf in October, 1925. They were dismissed on May 15th by the compradore, who, in his letter of dismissal, alleged that they had disobeyed orders.

Replying to Mr. Andrews, plaintiffs denied that they had absented themselves from duty. They also stated that it was not customary for tallymen to report each morning when they began work. Captain C. B. Riggs, Manager at Holt's Wharf, said that the plaintiffs had been dismissed after being warned twice for absenting themselves from work.

The No. 1 tallyman said that he assigned each tallyman his duty. There were standing orders in the Compradore's Department enacting that the men should report when they came on duty. Plaintiffs had absented themselves on two occasions, but he had no record in proof of his statement.

After further evidence had been given for the defence, His Lordship found for the plaintiffs for $15.60 each and costs.

DEATH OF MR. H. L. DENNYS, SENR.

FORMER CROWN SOLICITOR OF HONGKONG.

Older residents of the Colony will regret to learn that a cable was received from Home yesterday, announcing the death, at Thames Ditton on June 10th, of Mr. Henry Lardner Dennys, the father of Mr. H. L. Dennys, the junior partner of the firm of Messrs. Hastings, Dennys & Bowley. Mr. H. L. Dennys is now in England on leave.

Mr. Dennys, Senr., came to Hongkong by sailing ship *vid* South Africa. He was articled as a solicitor here and was admitted to practise on January 19th, 1874. He was made a notary Public on May 6th, 1876, and was appointed Crown Solicitor on December 1st, 1876, in succession to Mr. A. B. Johnson of Messrs. Johnson, Stokes & Master.

In those days the Crown Solicitor was always a solicitor engaged in private practice. Mr. Dennys when appointed had been in practice in the Colony for over twenty years and some years previously had been joined by Mr. F. B. L. Bowley. It was then that the firm of Dennys & Bowley was formed. The firm is still carried on but under the style now of Hastings, Dennys & Bowley, the partners being Mr. Davidson, formerly of Messrs. Hastings & Hastings, Mr. Bulmer Johnson, the nephew of the Mr. A. B. Johnson whom Mr. Dennys succeeded as Crown Solicitor and Mr. H. L. Dennys.

Mr. Dennys, Snr., went home in 1900 for a considerable period and the position of Crown Solicitor was then taken by his partner Mr. F. B. L. Bowley, who was the last solicitor in private practice to hold the appointment. Mr. Dennys returned to the Colony for a few years and retired in 1912.

He was twice married and is survived by his widow and her daughter and by one son and daughter by his first wife. There were three sons and one daughter by the first marriage, but one son was killed in the war and another, Mr. A. J. Dennys, who was with the Hongkong & Shanghai Bank in Amoy, died a few months ago. The daughter is now the wife of Lt.-Col. Paxton. The marriage took place in Hongkong when Lt.-Col. Paxton was a Lieutenant in the Engineers.

POLICE COURT CASES.

A PICKPOCKET SENTENCED.

UNLICENSED DOGS: EUROPEAN FINED.

At the Central Magistracy, yesterday, before Major Willson, a Chinese detective giving evidence against a pickpocket, said he had caught him in the act of putting his hand into a passenger's pocket on a tram-car. Defendant carried a raincoat over one arm, and under cover of the coat, passed his hand into the man's pocket. On the way to the police station he begged to be let off.

Records showed that defendant was sent to prison for theft in 1912, and was banished for five years. He was later sentenced on three occasions for theft.

Sentence of three months' hard labour was imposed.

FOND OF GAOL.

In a case before Mr. R. E. Lindsell, in which a Chinese was charged with stealing a garment belonging to a woman, Sub-Inspector Field stated that defendant visited complainant's house to see a friend, stole the garment, pawned it and tore up the ticket.

It transpired that the defendant had just come out of gaol, and, in sentencing him to three weeks' hard labour, the Magistrate remarked that he seemed to like being in prison.

EUROPEANS AND THEIR DOGS.

Two European residents of Conduit Road were charged with keeping unlicensed dogs and allowing them to roam about without muzzles.

Mr. W. J. Carroll said that his dog was only three months' old and he thought that a licence was necessary only when an animal was six months. He pleaded guilty to the charge of having his dog unmuzzled. The first charge was dismissed, and on the second, a fine of $5 was imposed.

Mr. S. M. Churn admitted that he had no licence for his dog, but denied that he had allowed it to roam about without a muzzle. A fine of $3 was imposed on the first charge, and the second charge was withdrawn.

YESTERDAY'S WEDDING.

DR. CHEAH KENG SENG AND MISS L. L. TSAN TZE SOON.

CEREMONY AT R.C. CATHEDRAL.

An interesting and pretty wedding, in which the bride and bridegroom were both members of the Chinese community, took place at the Roman Catholic Cathedral yesterday afternoon, the Rev. Father Banchio officiating.

The bride was Miss Lily Louisa Tsan Tze Soon, daughter of Mr. Tsan Kwai Yuen, Manager of the Hwa Ann Insurance Company, Bangkok, and the bridegroom was Dr. Cheah Keng Seng, the eldest son of Mrs. Cheah Chong Seng and the late Mr. Cheah Chong Seng, of Penang.

Given away by her uncle, Dr. K. C. Cheng, the bride looked very charming in a dress of white georgette-crêpe, trimmed with silver beads. She carried a beautiful bouquet of white roses and maiden hair fern, and was attended by Miss Tsan Tse Chiao and Miss Tsan Tze Kian, her sisters, as bridesmaids. The Misses Margaret and Cecilia Leung were very pretty flower girls.

The bridesmaids wore dresses of cream georgette, trimmed with green beads, and carried bouquets of pink roses. The duties of best man were ably carried out by Mr. Khoo Kong Tay.

Following the Cathedral ceremony, a reception was held at the Hotel Metropole. The honeymoon is being spent in Macao, and the bride's going away costume consisted of rose-bud crêpe-de-chine, trimmed with purple lace.

PROPERTY SALES.

THREE LEASEHOLD LOTS UNDER THE HAMMER.

Three leasehold properties were put under the hammer yesterday afternoon, two at the China Auction Rooms and the other at Messrs. Lammert Brothers salesroom.

At the China Auction Rooms, Mr. E. V. M. R. de Sousa first sold, by order of the mortgagees, No. 4, Po Wa Street, situated on Subsection 1 of Section C of Inland Lot No. 157. The area of this property is 1,642 square feet, and the annual Crown rent $9.83.

There was no response on the part of those present beyond the upset price of $12,500, at which figure the property was knocked down to Mr. Lo Kwan.

The other leasehold property disposed of at the China Auction Rooms was No. 49, High Street, situated on Subsection 4 of Section A of Inland Lot No. 634. The area of this property is about 676 square feet, and the annual Crown rent $4.55.

The upset price was $10,000, and after one bid of $200 Mr. Wong Heung Cho, 82, Wellington Street, second floor, became the purchaser.

At Messrs. Lammert Brothers auction, bidding was very steady the upset price being increased by $3,000.

The property sold at this salesroom was No. 2 Ching Lin Terrace (formerly known as No. 2, Li Sing Kui Road) situated on Subsection 2 of Section D of Inland Lot No. 1355.

The upset price was $10,000, with bids of $200 acceptable. When the figure of $13,000 had been reached, Mr. Lee Cheong, of Canton, became the purchaser.

MR. SQUIRE CHARGED.

RECKLESS DRIVING ALLEGED.

SEQUEL TO CAUSEWAY BAY MOTOR-CYCLE FATALITY.

The charge of manslaughter arising out of the incident, in which a Chinese was killed near the Tramway Shelter at Causeway Bay, on the evening of Saturday, April 17th, having been dropped, Mr. S. J. Squire, of the Hongkong Electric Company, who ran into the man while riding his motor-cycle, appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday in consequence of the alternative, and minor charge of reckless driving brought by the police, and which was mentioned at the time of the hearing of the manslaughter charge.

Defendant explained that the case had been going on for some while, and in answer to the charge said he did not know whether to plead guilty to a technical offence or to fight the case all over again. The facts, from his point of view, were such as to impel him to plead not guilty, morally.

His Worship replied that he would take this to be a plea of not guilty and fixed next Tuesday afternoon as the date for the hearing of the case.

A similar charge, against Mr. D. E. Western, the other motor-cyclist, and also of the Hongkong Electric Company, was also adjourned for hearing on the same date, the two cases to be taken together.

THE CANNON CASE CONCLUDED.

CHINESE ENGINEER CONVICTED.

IMPRISONMENT AND FINE.

The trial of Lai Tak, the master of the Lin Tin engineering shop, No. 352, Reclamation Street, Mongkok, who was charged with the possession of six dismantled cannon and spare parts, was concluded before Mr. J. H. B. Nihill at the Kowloon Magistracy yesterday afternoon.

He was found guilty, and sentenced to six months' imprisonment without hard labour, and fined $1,000 and alternatively, to twelve months' imprisonment.

When the trial was resumed, defendant was recalled and was further questioned by the Magistrate.

Mr. Somerset Fitzroy (Counsel for the defence) in his final address said that in the words of the poet, his submission was that "Things are not what they seem." He then quoted an extract from the submission made by Mr. Justice Darling to the jury in the notorious Stinie Morrison case.

Continuing, he said that there was no doubt but that the things could be used as cannons, but as they were in two pieces he felt that the consequences of firing projectiles from them would be serious. Defendant had the things in his possession, and the police took them away before they were completed. They were never intended to be used as cannons, but as oil crushing machines. Defendant made them, but he was not the man who designed them. The plan was hung up in the office, perfectly open for anyone to see it. Any one passing by could see the machines in the shop. Two pieces were picked up on the seashore, and another piece in the yard. Everything was perfectly open, and Counsel submitted that if defendant was trying to evade the law, he would have acted differently. He would have concealed the cannons.

Continuing, Counsel said that the machine which had been shown in Court worked efficiently and had produced oil. There was no doubt that it worked, and worked well.

In conclusion, Mr. Fitzroy said that the defendant was innocent of the charge, and he asked that the case be dismissed.

Inspector Pincott, who prosecuted, submitted that the case against defendant had been proved. Any engineer given sufficient time would be able to convert any of the cannon into something different. He asked for a conviction.

His Worship said that the evidence showed quite clearly that the exhibits produced were cannons, and he had therefore no difficulty in finding the defendant guilty of the charge of possession. In regard to the question of guilty knowledge, defendant had asked him to believe that he did not even know what a cannon looked like. He could not accept his story, and must therefore convict him.

In answer to His Worship, Inspector Pincott said that nothing had been previously known against the defendant.

Addressing prisoner, His Worship said: "I am unable to let you off with a fine only. I have got to impose a term of imprisonment as well. You are fined $1,000 and sentenced to six months' imprisonment without hard labour, the sentence to begin from May 7th, the day of your arrest. If the fine is not paid, you go to prison for a further twelve months."

On the application of Inspector Pincott, His Worship also made an order for the confiscation of the cannon.

As on previous hearings, the Court was packed with Chinese.

ANOTHER THRILLER AT THE "QUEEN'S."

GOOD RACING PICTURE TO-DAY.

The programme to be shown at the Queen's Theatre for to-day, to-morrow and Saturday should provide just as much excitement and thrill as the "Lost World" did in the programme screened at the beginning of the week, although the story contained in the principal picture is of an entirely different character.

Although the Metro-Goldwyn production which will be put on to-day does not deal with unexplored regions of the world and prehistoric monsters, yet it has its adventure and thrill, as well as being of original conception. "The Dixie Handicap," as will be judged by the title, is essentially a racing-story picture, but the synopsis of it indicates that it is a very excellent one and well worth seeing. No fewer than three race course scenes are depicted in the film. The horse Dixie has almost as important a part to play in the picture as the other members of the cast, which includes Claire Windsor, Frank Keenan and Otis Harlan. Running throughout the story is a very delightful love-romance.

THE "STAR."

At the Star Theatre to-day there opens, and will continue until Saturday, a very fine film entitled "The Danger Signal," and appropriately enough there is a great American railway as the background to the picture. The cast includes Jane Novak, Robert Edeson, Gaston Glass, Dorothy Revier and Robert Gordon.

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(b.)—To what extent is your Matshed used?

(c.)—If you have more than One Matshed, please fill in Answers to the above Questions in regard to each of your Matsheds.

2.—Would Members of the Public kindly favour the BATHING BEACHES COMMITTEE with any Suggestions they may have to offer for the improvement of Bathing Facilities in the Colony at existing Bathing Beaches?

Will they also suggest Additional Bathing Beaches and any Schemes for developing the same?

(Sd.) W. SCHOFIELD,
Hon. Secretary,
BATHING BEACHES COMMITTEE,
3675] Post Office Building.

MESSRS. KOMOR & KOMOR,
ART & CURIO EXPERTS,
TEMPORARILY REMOVED
TO
ST. GEORGE'S BUILDING,
CHATER ROAD, 2ND FLOOR—LIFT—
All are Cordially Invited to View our FINE COLLECTION. [99

DR. FENTON
HAS RETURNED TO THE COLONY, AND IS PREPARED TO RECEIVE PUPILS FOR TUITION AND COACHING.
3, PEAK ROAD.
TELEPHONE C. 4237.
[3685

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX, on MONDAY, 21st JUNE, 1926, at 5.15 P.M.

By Order,
C. B. BROWN,
3647] Secretary,

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF WILLIAM JOSIAH WILKINSON, LATE OF No. 25, PRAYA EAST, VICTORIA, IN THE COLONY OF HONGKONG, OVERSEER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of the Probates Ordinance 1897, made An Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 12TH DAY OF JULY, 1926.

All Creditors and Others are accordingly hereby Required to send their Claims to the Undersigned on or before That Date

Dated this 11th day of June, 1926.

JOHNSON, STOKES & MASTER,
Solicitors for the Executrix,
3670] Prince's Building, Hongkong.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"KIDDERPORE"

carrying His Majesty's Mails, will be despatched from this Port at Noon on MONDAY, the 21st JUNE, 1926, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until Noon on the 19TH JUNE. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 16th June, 1926. [3667

INTIMATIONS.

FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising 6 rooms, 4 bathrooms, servants' quarters, etc., at $150 and upwards. These comfortable residences on MOUNT DAVIS ROAD, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [3429

HONGKONG JOCKEY CLUB.

NOTICE.

SUBSCRIPTION GRIFFINS 1927.

LISTS are NOW OPEN for MEMBERS to Subscribe for SUBSCRIPTION GRIFFINS FOR 1927, and will be Found at the HONGKONG CLUB, RACE COURSE and STABLES.

Lists will CLOSE on MONDAY, 21st JUNE, 1926, at 6 P.M.

By Order,
C. B. BROWN,
3677] Secretary.

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of $8 for the Small Size and $12 for the Large Size. Please Apply to The CASHIER. [3472

PUBLIC AUCTION.

THE Undersigned have received Instructions To Sell by
PUBLIC AUCTION
ON
TUESDAY, THE 22ND JUNE, 1926,
COMMENCING AT 9.30 A.M.
AT
H.M. NAVAL YARD, HONGKONG.

A LARGE QUANTITY OF
LEAD BATTERY PLATES, FIREWOOD, CASKS AND DRUMS, DIRTY MINERAL OIL AND OIL FUEL.

Particulars and Terms of Sale as per Catalogue.

LAMMERT BROS.,
3686] Auctioneers.

CAN Any one Recommend Reliable and Experienced HOUSE BOY.—Reply Box 3684, c/o *Hongkong Daily Press*. [3684

TO LET.—KING EDWARD HOTEL BUILDING. For Particulars, Apply to the CHINA LAND & INVESTMENT CO., LTD., BANK OF CANTON BUILDING. [3673

TO LET.

PREMISES on GROUND FLOOR. Central Position.—Apply to Box No. 3638, c/o *Hongkong Daily Press*. [3688

PREMISES TO LET in the DAIRY FARM BUILDING, PENNINGTON STREET, East Point, Floor Area: 5,835 Sq. Ft., Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the SECRETARY, THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. [3356

FROM 15TH JUNE, PEAK HOUSE, Enclosed in Own Grounds. Ideal Position, Central, Cool. Nine Rooms, Six Bath, Two Tennis Courts, also Ten-Roomed HOUSE Near ST. PAUL'S for SALE or LEASE.
SMALL INVESTORS. TEL. C4630.

PREPAID "WANTED." ADVERTISEMENTS.

FOR HIRE—From 2.30 P.M. Daily, First Class STEAM LAUNCH suitable for Bathing Parties and Picnics. Reasonable Terms.—Apply GANDE, PRICE & Co., LTD. [195

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report of the
NEWS OF THE FAR EAST
Is given in the
HONGKONG WEEKLY PRESS.
with which is incorporated
THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance—$13 per annum for delivery in Hongkong; including Postage to any part of the world—$17.

INTIMATIONS.

WATSON'S
Celebrated
DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the **IMMENSE POPULARITY** it deserves.

Declared by travellers, tourists and others to be **UNEQUALLED** by any similar product throughout the world.

WATSON'S
"PYERIS"
SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality all the celebrated European Spa Waters.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
[50

DEATHS.

DEKING DURA (*née* WESTHOFEN).—On June 10th, on board s.s. *Saarbrucken* at Belawan-Deli, Sumatra, ANNA CATHERINA WILHELMINA, aged 50 years, beloved wife of J. C. DEKING DURA, of Canton. (Shanghai and Peking papers please copy). [3690

DENNYS.—At Thames Ditton, Surrey, on June 10th, HENRY LARDNER DENNYS, Senr. (By cable.) [3691

Hongkong Office: 1a, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 17TH, 1926.

THE BATHING BEACHES.

WE hope that many residents in Hongkong and Kowloon will respond to the Government's request for suggestions on the improvement of the Colony's bathing beaches. There have been many complaints about the state of these beaches and also regarding the poor facilities for bathing proved for those who cannot afford to hire motor-cars. Now is the opportunity to do something. It is foolish to suppose that some one else will make, in writing, the "obvious" suggestion that has so often met with the approval of our friends during a bathing picnic. It is better that twenty people should make what seems to each of them to be an "obvious" suggestion than that no one should make it at all.

The great centre for bathing, in these days, is the beach at Repulse Bay. It is a comparatively new institution for until the road from Aberdeen to Repulse Bay was built, within the last ten years, there were no bathing matsheds there. Launch picnics were more popular in those days and then, of course, no problems arose concerning the state of the beach. If the water near to the shore was dirty it was easy to steam farther out, or if there were children on the launch and a beach was needed for them, it was a simple matter to move into some other bay where the water was clean.

Now the problem is altogether different. During the week-end, hundreds, perhaps thousands, of people use the beach, and children are always present. In addition to the privately owned matsheds there are bathing tents for hire.

The matsheds have come under the severe criticism of at least one expert on sanitation. They are more costly to build than was the case a few years ago, but even now the price is not prohibitive. A fair-sized matshed can be erected at a cost of about three hundred dollars. It is not the cost, therefore, that prevents people from owning matsheds, but the difficulty in obtaining a site upon which to erect one. The bathing from matsheds has become so popular that practically every available site has been taken and fortunate owners cling tightly to their privileges. If the matsheds are to be retained some method ought to be devised of giving "late-comers" a sporting chance of securing one. They might, for example, be taken over and rented annually.

Some people like the present appearance of the beach. They argue that it is primitive and picturesque and consider that any attempt to turn it into a miniature "Monte Carlo" or "Margate" would spoil its "beauty." Unfortunately, primitive arrangements are usually unhealthy. No one denies that a tiny stream meandering down the hillside of Hongkong is much more picturesque than the man-designed granite nullah. Experience has proved, however, beyond cavil that the tiny stream encourages the breeding of mosquitos. In other words, if we have the picturesque stream we also have malaria; if we have the granite nullah we run no such risk.

The real problem of Repulse Bay, therefore, is this. If the matsheds are retained can the place be made entirely free from danger to the health of the bathers? We believe that should be possible with a little care and foresight. Those who have used this beach for years inform us that the root trouble of the whole business is the lack of supervision. In the early days a few of the pioneer owners engaged a boy to look up and generally keep the sheds and the surroundings tidy. As years passed the system was extended, but there was no proper European supervision. In the course of time the Public Works Department put in an official appearance by providing tubs with fresh water. Rafts were supplied by the Government and a rather half-hearted effort was made to provide life-saving arrangements for those in the water. But there was no apparent supervision of sanitary arrangements. The coolie care-takers live in primitive huts near by. The nearest tap for town water is at some distance and we cannot believe that any coolie would take a journey to obtain pure water for making tea if he could get tainted, but not salt, water close at hand.

Proper arrangements should be made for housing the coolies and there should be fresh water near to the matsheds for tea. A European sanitary inspector should make a daily inspection of the beach and he should have charge of all the coolies and caretakers. Another most essential need is the proper training of nullahs with the object of eliminating the mosquitos. The place is now used by so many people that every effort must be made to keep it healthy.

We would suggest also that the motor-road down to the Stanley beaches should be improved. There are excellent bathing facilities there; the present difficulty is the transport.

The Colony's refuse now thrown into the sea is a source of annoyance at practically all the bathing beaches, but the only real cure for this is the use of refuse destructors. Why arrangements were not made to erect one adjoining the North Point electric supply station when that place was built is a mystery that only our ex-Directors of Public Works can explain. But a committee is now engaged investigating the advantages and disadvantages of installing refuse destructors. Their report should be available shortly. The committee endeavouring to find ways of improving the bathing beaches has perhaps a less well defined objective and, in some ways a more difficult task. It certainly, however, has the good-will of the public. If it is successful every one will be grateful for in the hot summer days there is nothing so delightful as a bathe in clean sea water.

A branch of the Mercantile Bank of India has been opened at Kuantan in Pahang.

A boy's bicycle valued at $30, which was left outside the door of the residence of Mr. C. Britzer, 6, Humphrey's Building, Kowloon, was stolen on Tuesday.

As a mark of respect, on the occasion of the funeral at Nanning of Mr. Philips, who is presumed to have been murdered by bandits, the flag of the A.P.C. building at Hongkong was flying at half mast yesterday.

On Tuesday a Chinese living at No. 3, Rednaxela Terrace, lost property to the value of $235. The thief got in by a back window. Jewellery, to the value of $176, was also stolen from a shopkeeper's cubicle at No. 260, Queen's Road East.

Members of the Institution of Engineers and Shipbuilders of Hongkong are reminded that H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) will perform the formal opening of the new extention to the Club premises this evening at 5.30.

The hearing of the case in which Mr. C. Strange, an Inspector of the Sanitary Department, is summoned for assault by a *foki* in the employ of the Yee Yuen firm, coconut dealers, of 25, Lower Lascar Road, is down for continuation at the Central Magistracy, before Mr. R. E. Lindsell, this afternoon.

Mr. Duncan Macdonald, described in one of the Shanghai newspapers to hand as "one of the most popular engineers who has ever been East," has departed for home. For some years past Mr. Macdonald has been the "commodore" engineer of Messrs. Butterfield & Swire's fleet, and has spent 35 years in the Orient. He hopes to take up his residence in Stornaway, Scotland.

Mr. Clive Kingcome, formerly of Manila, who died at Hampstead, London, on May 26th, 1925, left property in Hongkong valued at $1,800. His English estate was worth £23,304. He also left property in Manila and the Straits Settlements. The resealing of the will in Hongkong has been granted to Mr. G. G. N. Tinson, the lawfully appointed attorney.

A concert was held at the Club Lusitano on Tuesday night, when the programme comprised dramatic and musical items. The artistes were Mrs. Esmee Xavier, the Misses Henriette and Minnie Noronha, Mrs. Corina de Almeida, Messrs. Eneas de Aquino, Julio Gonzalves, Carlos Ribeiro, Januario de Almeida, Jose de Almeida, Apolinario de Almeida, Sebastido de Pinna and Francisco Fernandes.

The Editors of the Foreign Newspapers in Tientsin were recently invited to lunch at the Grand National Hotel, by the Chairman and Editorial Staff of the *Far Eastern Times*. The Chairman, Mr. Ou Tsin, being unavoidably absent, his place was taken by Mr. Chuang Liu, the Editor of the paper, who was supported by Mr. Chou Ming Hen. At the end of the meal Mr. Chuang Liu made a brief speech welcoming the guests, and expressing the hope that notwithstanding competition, and at times conflict between the various papers, there would be room for co-operation among them. He hoped that this would be only the first of frequent meetings between the local journalists. One of the guests in a brief reply, thanked the hosts for their kindness and proposed the health and prosperity of the *Far Eastern Times*.

"CITY" VESSEL WRECKED.

STRANDED ON REEF OFF JAPAN.

HOPES OF RESCUING FULL CREW.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 16th.

The s.s. *City of Naples*, on her way to Yokohama from Kobe with a cargo of steel, struck a submerged reef yesterday morning during storm.

The *Chefoo Maru* picked up an S.O.S. message whilst taking refuge from the storm and immediately set out to help the disabled freighter. It is reported that the vessel is half-submerged perched perilously on a coral reef, while the *Chefoo Maru* and a Japanese destroyer are standing by but are prevented from undertaking effective rescue work owing to mountainous seas.

The *Chefoo Maru* has picked up 15 members of the crew who had escaped in a lifeboat. The remaining 45 members are believed to be safe.

BAD NEWS.

A wireless message from the *Chefoo Maru* reports that only eight or nine men have been seen on the deck of the *City of Naples* this morning, and it is feared that the remainder, including the Captain, have been swept off during the night. Attempts at rescue are being continued but the work is most difficult owing to high seas.

MORE CHEERFUL REPORT.

LATER.

The Navy Office has received a *communiqué* from the destroyer *Urakaze*, which reports that a group of about 50 men have collected astern, and that the destroyer is hopeful of effecting a rescue as the wind was subsiding at ten o'clock this morning.

LEFT HONGKONG ON MAY 30TH.

The only news which the Bank Line, Ltd., had received up to yesterday afternoon, regarding the disaster was that the vessel had gone aground. The *City of Naples* left Hongkong on May 30th bound for Shanghai and Japan Ports. There were no passengers, as the vessel is exclusively a cargo carrier. The Master of the ship is Capt. O'Connor.

The s.s. *City of Naples* is a steel screw steamer of 5,739 tons. She was built in 1908 to the order of the Ellerman Line, Ltd., by Messrs. Swan, Hunter and Wigham Richardson, Ltd., at Newcastle-on-Tyne. Her dimensions are:—Length, 418.3 feet; breadth, 53.3 feet; depth, 30.4 feet.

A Chinese fortune-teller of Kowloon City reported to the police yesterday that he had been attacked by three men the previous night and money and jewellery, valued at $43 were stolen from his person.

Police reports yesterday contained details of a motor-car accident, which had occurred near the Hongkong Electric Company's premises at North Point, some days previously. The car, carrying a number of Chinese passengers, in avoiding a collision with a lorry, crashed into a wall. The elder occupants and the driver escaped injury, but two children had to be taken to hospital. The car was completely wrecked.

Some little excitement was aroused for a short time yesterday morning when the Central Fire Brigade were about 11.35 summoned to what was thought to be a fire at the Hongkong Club. Fortunately, however, the alarm proved to be false. On enquiry at the Fire Station it was learned that the Hongkong Club has a private fire alarm installation which would operate at the Central Fire Station in case of an outbreak. This alarm is tested twice a day, at 7 in the morning and again at the end of the day. Yesterday morning shortly after 11.30 this alarm rang in the Fire Station and the Brigade, as stated, turned out. Apparently the cause of the bell ringing was someone at the Club either accidentally touched the button, or something touching the contact wire, thus causing the alarm to operate. When the Brigade arrived at the Club it was soon established that no outbreak had occurred.

COAL PROBLEM.

PREMIER ADVOCATES LONGER HOURS.

LABOUR OBJECTIONS DURING DEBATE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 15th.

The coal debate in the House of Commons was opened by the Premier, Mr. Stanley Baldwin, on a vote in connection with the Ministry of Mines.

Mr. Baldwin dwelt on the gravity of the situation which was causing unemployment and distress and crippling industries, some of which were faced with disaster. Large amounts of foreign coal had been imported on private account and the Government had been obliged to place orders to maintain essential services. He had never concealed the opinion that this was a cruel stoppage for the country. (Labour cries of "Who caused it?") It was a stoppage without any real justification. (Ministerial cheers and Labour counter-cheers.) He would make no attempt to apportion the blame for the stubbornness and folly of the parties to the dispute. Commonsense alone could save the situation.

It was sometimes stated that the whole management of the coal industry was inefficient. (Labour cheers.) It might be much better organised but mere mechanical improvements could not revolutionise an industry. The Government had definitely reached the conclusion that a return to a longer working day was essential. (Angry Opposition cries of dissent.)

LONGER HOURS.

Mr. Baldwin said he was influenced to that decision first and foremost by the interests of the men. (Opposition protests and Ministerial cheers.) The Government proposed to leave the Seven Hours Act on the Statute Book but to introduce legislation to enable an extra hour to be worked for a time. This would not prescribe longer hours but would permit negotiations to be opened on a basis offering the prospect of far better wages. He had received a positive assurance from the owners that on the basis of an eight hours' day in the coalfields producing approximately half the country's output the men could be offered the existing wages for July, August and September, while over more than half the rest of the country the reduction, if any, would be materially less than a ten per cent. drop. At present the offered new wage could be guaranteed during July, August and September.

PROSPECT OF BETTER WAGES.

The Premier went on to say that in the meantime the Government would press on with the reorganisation legislation and the coal-owners would do their utmost to make effective such proposals of the Coal Commission as were necessary not to leave any doubt that the men would get all that was due to them under the wages obtainable. Wages, after September, would be based on the ascertained proceeds of the industry and it might reasonably be hoped that the wages in a substantial portion of the industry would be maintained, if not actually increased. The Government would shortly introduce a Bill to give effect to the recommendations of the Commission requiring legislation.

TEMPORARY ASSISTANCE AVAILABLE.

Mr. Baldwin, after detailing the proposed legislation, said that as regards the temporary assistance promised the industry the money that would be available would be about £3,000,000, and he thought it could more usefully be spent in assisting miners displaced in the pits. He concluded by saying that whether a settlement was reached or not they were going on. (Ministerial cheers.) He hoped the two parties, recognising their grave responsibility, would now get together and attempt to reach a settlement and not carry on the unhappy dispute to the bitter end.

LABOUR OBJECTIONS.

Mr. V. Hartshorn (Labour) said that the situation was grave before Mr. Baldwin's speech but it was even graver now. (Opposition cheers and cries of "Coal-owner's touts" and "You have thrown the country into chaos.") Mr. Hartshorn declared that it was impossible to induce the miners to accept lower wages or longer hours and even if they did that would not solve the problem. The situation was pretty hopeless and he urged the Government to reconsider its position. Parliament must settle the dispute, and he urged the miners and owners who were Members of the House of Commons to get together with the assistance of the Government.

Sir John Simon recognised that the Government had at last abandoned the hopeless position of inaction unless the others agreed.

Mr. W. Adamson (Labour, West Fife) moved the reduction of the Mines vote, on which the discussion had been held.

Mr. J. R. Clynes (Labour) said he was convinced that the dispute would last longer than it had already lasted.

Mr. Adamson's motion was rejected by 299 votes to 138.

[BRITISH WIRELESS SERVICE.]

POINTS IN PREMIER'S SPEECH.

RUGBY, June 15th.

During the course of his speech, Mr. Baldwin reminded his hearers that the Coal Commission had declared sometime ago that a disaster was impending for the coal industry unless some of certain things were done. Instead of co-operating whole-heartedly to do these things the parties had preferred to fight. He would address himself once more to the task of trying to suggest ways of escape and a return to common sense which alone could save the situation. The difficulties of the situation arose largely from the fact that for the period immediately preceding 1924 the prosperity of the coal trade rested on an artificial basis. When those artificial props were removed and continental competition was revived in an aggravated form, prices fell persistently and consistently until they reached the crisis of last year. The price fell until, quite apart from the subsidy, it was below the cost of production in every district, but one. Seventy-three per cent. of the output was being produced at a loss. The Coal Commissioners' report definitely stated that no further subsidy should be given. What form of relief could come from within the industry? The only form of relief was a measure of reorganisation and the reduction of producing costs. Let them admit at once that the coal industry might be better organised, but that the report of the Coal Commission itself warned the public against any exaggeration, and he wanted the House not to form an exaggerated view of the possibilities of reorganisation. Having uttered that *caveat* he said let the reorganisation be carried out on the lines recommended in the report. That was his offer to the coal-owners and the miners which had been rejected. The Government were prepared to help any effort in the industry that could increase its productivity and its power to pay wages, and the Premier cited the opinion of the Coal Commission regarding the necessity of wage reductions.

LONGER HOURS PREFERABLE.

He said it was quite clear that if wages reductions were to be made on the existing hours, they would have to be on such a scale, if the industry was to be carried on in many parts of the country, that no one would like to see such wages offered. The conditions of the industry were so bad that the minimum rates on a seven hour day if fixed on the universal minimum, would be such as it would be impossible to ask the industry to pay. "It is for that reason," declared Mr. Baldwin, "that we have come quite definitely to the conclusion in favour of a return to a longer working day." The Premier added that they regarded this form of sacrifice one which was preferable to the alternative of a greater sacrifice of wages.

[THROUGH REUTER'S AGENCY.]

GERMAN COAL.

CONTRACTS CONCLUDED DAILY WITH CONSUMERS.

BERLIN, June 16th.

Since the beginning of the coal strike in Britain, pithead stocks in the Ruhr have been reduced by about 900,000 tons. Now long term contracts with home and foreign consumers are being concluded daily. The stoppage, if it lasts much longer will result in an increase in the production of coal not merely in the Ruhr Valley, but also in Silesia.

British railway companies are already enquiring about Silesian coal.

WEMBLEY SITE.

PURCHASED BY MR. JAMES WHITE.

FOR A SYNDICATE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 15th.

The freehold of the site of the Wembley Exhibition, 132 acres together with practically all the buildings of the Exhibition, including the Stadium, were put up to auction in London to-day and were withdrawn at £315,000.

It is learned authoritatively that the Wembley Exhibition site has been sold by private treaty. Neither the price nor the name of the purchaser have been divulged.

THE PURCHASER.

LONDON, June 15th.

The *Evening Standard* says the purchaser of Wembley site is Mr. James White, Chairman of the Beecham Trust, acting on behalf of a syndicate.

THE INDIAN RIOTING.

EXPLANATION OF INTER-COMMUNAL OUTBURST.

SIMLA, June 15th.

What appears to be a more likely explanation of the Rawalpindi outburst than the alleged erection of a cinema near a mosque, is the action of a society known as the Singa Sabha which is alleged to have organised a procession without permission past the Jama Mosque and who refused to cease to play music although asked.

A disturbance was averted at the time but the resentment was manifested by the subsequent outbreak of a number of incendiary fires. The King's Royal Rifles were called out to aid the police to suppress rioting, but neither the military nor police fired on the crowd, of whom 14 were killed and 50 sent to hospital, two being mortally wounded by shot guns. Extensive damage was done to private property.

THE "RUSSIAN MONEY."

SOVIET DENIES GOVERNMENT SENT FUNDS TO MINERS.

MOSCOW, June 15th.

The Soviet in reply to the British Note, denies that the sums remitted to the British Trades Union Council were sent by the Soviet Government, but by the Central Council of the Labour Unions. It disavows the Government's responsibility beyond that involved by granting a permit to remit the money abroad, but points out that the Government cannot prohibit Trade Unions comprising millions of workers sending money abroad to aid the Trade Unionists of another country.

[REUTER'S AMERICAN SERVICE.]

WAR DEBTS TO U.S.

TREASURY DEPT. ENABLED TO WITHDRAW SECURITIES.

WASHINGTON, June 16th.

Foreign War Debt payments amounting to $77,783,000 made to the United States Treasury yesterday, comprising Britain's half yearly instalment of $67,950,000 and $5,000 from Italy, both in United States securities, are helping the Treasury to withdraw $330,000,000 worth of maturing securities. The balance of the total will be made up by payments of cash from Belgium and other European countries.

ESTHONIA PAYS BEFORE TIME.

NEW YORK, June 15th.

Although not payable until 1930, Esthonia has discharged her first instalment of $50,000 under the war debt agreement with the United States.

AMERICAN WAR CLAIMS.

SENATOR BORAH'S RESOLUTION ADOPTED BY THE SENATE.

WASHINGTON, June 15th.

The Senate has adopted the Borah resolution asking Mr. Kellogg to state what has been done regarding the claims against France and Britain arising from the alleged violation of neutral rights in war time, and has also adopted the McKellar resolution asking for the Debt Commission to investigate whether France is trying to arrange private loans in America contigent upon ratification of the debt settlement.

ANOTHER CRISIS.

SURPRISE RESIGNATION OF FRENCH CABINET.

[THROUGH REUTER'S AGENCY.]

LONDON, June 15th.

M. Peret is the third Finance Minister to fall since M. Briand assumed the Premiership in November, 1925. He fell, like his predessors, because he failed to check the fall of the franc.

It is known that M. Peret favours the formation of a Cabinet National Union embracing the leaders of all parties, but M. Briand has hitherto not countenanced such a course, believing the Left and Right to be too far apart to agree to a common financial policy.

The question arises whether M. Peret's resignation will be followed by others and lead to an attempt by M. Briand or somebody else to form a Sacred Union Ministry, or whether M. Briand will simply find a new Finance Minister.

M. Briand is naturally anxious to avoid a Cabinet crisis until after President Doumergue's visit to London.

The Radicals, who are the numerically strongest Party, hold a congress tomorrow to decide their position.

AN ENTIRE SURPRISE.

PARIS, June 16th.

The Cabinet has resigned.

The resignation of the Government came as an entire surprise, inasmuch as, earlier in the day, M. Briand in the Chamber opposed a demand for an immediate debate on the reasons of M. Peret's resignation and the financial situation. He promised it should be held on June 17th and hinted that he would resign on the spot if the delay were refused. The Chamber thereupon, by 309 votes to 195, fell in with his desire.

The Chamber meanwhile adjourned and subsequently the Cabinet met and decided that it was not possible to perform the usual re-suffling necessitated by M. Peret's withdrawal, and the only thing was to resign collectively.

FRANC RALLIES.

LONDON, June 15th.

The rally in French francs in London to-day is believed to be due to official support from Paris. They closed at 174. Belgian francs moved sympathetically.

THE CRISIS IN MARCH.

The Cabinet which has now resigned has only held office for a little more than three months, having been appointed on March 9th last. It was formed by M. Briand in ten hours—a record in French politics, as also was the fact that it was the ninth time on which M. Briand had assumed the Premiership. He himself retained the Foreign Ministry and the Cabinet included M. Raoul Peret (Finance). M. Malvy (Interior), M. Painleve (War), M. Laval (Justice), M. Leon Perrier (Colonies), and M. Lamoureux (Public Instruction).

The last resignation followed a vote in the Chamber, by 274 to 221, separating tax payments from the Finance Bill, which the Government made a question of confidence. The Government defeat on a crucial point was the upshot of a protracted discussion on the Finance Bill, which lasted from the morning of March 5th to 6.30 a.m. on the following day.

It was stated at the time, that nerves were largely responsible for the political denouement of March last, everybody being worked out in the nightlong debate. Trouble with the Right groups began when they demanded M. Briand to openly condemn the Socialist policies embodied in the Finance Bill. M. Briand told their spokeman that he would stand by M. Doumer (the Finance Minister) and expressed the conviction that the country, which opposed the Cabinet crisis, supported the Government's appeal to the Chamber to sink party differences in the national interest, and concluded by asking if he were overthrown, where would a Government and a majority be found? The recriminations of the Ministerialists and the Right did not improve matters, and when a vote was taken the Right voted against the Government practically *en bloc*. This led to the Cabinet resigning, but M. Briand later formed a new Ministry.

MORE ENERGETIC FINANCIAL POLICY ADVOCATED.

PARIS, June 16th.

The papers unanimously urge a more energetic financial policy, and several state the Government should be granted full powers in order to carry out the plan drafted by the Financial Expert Committee.

IRAQ OIL CONCESSION.

RATIFIED BY SENATE FOLLOWING OBJECTIONS.

[THROUGH REUTER'S AGENCY.]

BAGHDAD, June 15th.

The Anglo-Persian (Transferred Territories) Oil Concession has been ratified by the Iraq Mejliss and Senate, after the opposition had objected to an extension of the period, maintaining that it was more advantageous to keep to the old terms. The Iraq Government was previously entitled to 16 per cent. of the net profits, as laid down in the original concession, and will now receive four shillings per ton until 20 years after the completion of the pipe line, to the port, thereafter the terms to be subject to revision every ten years according to increased per thousand cubic feet of natural gas sold.

THE FRENCH FLIGHT.

PELLETIER D'OISY ARRIVES AT IRKUTSK.

MOSCOW, June 15th

Pelletier D'Oisy has arrived at Irkutsk.

LURE OF EGYPT.

A LAND FOR HOLIDAY AND EDUCATION.

WONDERS OF THE PAST.

Egypt, the land of the Cheops, Akenaten, Rameses, Cleopatra, and others whose names are less familiar in the twentieth century, but who were great in one of the world's earliest civilizations—exercises a strange fascination, a lure to all who have eyes for colour and spirits receptive of romance. Yet to describe this fascination is impossible.

Egypt, in broad outline, is a narrow strip of verdant sedge which borders one of the world's largest rivers. Cotton fields, palm groves, quaint mud-brick villages, gleaming white tombs and temples, stretch from the fertile, irrigated delta to the arid, tawny desert. Here and there on the edge of the sand, which stretches south for hundreds of miles from Old Cairo, there are ancient shadowy temples, gorgeously decorated tombs, and all the mystery and glamour of a wonderful past.

The Great Pyramids near Cairo mark the beginning of the line, which includes Memphis, Rameseum, Dendera, Karnak, Luxor, the Valley of the Royal Tombs—with Tutankhamen's jewel-filled sepulchre—Philae and Abu Simbel, to mention but a few of these well-preserved relics of that age over which there still hangs a thin veil of mystery.

Egypt, however, shows other sights. It has curious Cairo, where East meets West in a blaze of colour; where international society dances, golfs, polos, and rides, while bitter winds sweep its native lands. This great African city, which is half-East and half-West, has Shepheard's, one of the world's most famous caravanserai, and it has the old Mousky, or quaint bazaars. It has the Blue Mosque and the Semiramis, one of the most up-to-date hotels in Europe; there is the great carpeted circle of Mohammed Ali and the Citadel of many tragedies.

There is the Nile. A calm ribbon of blue water, with tall-masted, white-sailed gyassas—looking like painted ships upon a painted ocean—flowing with serene indifference, past swaying shadufs and creaking water-wheels, between endless palm groves. There are the amazing sunsets over the Western desert.

LUXOR'S WONDERS.

There is Luxor, around which is concentrated more of interest and wonder than in any other part of Egypt. Here was ancient Thebes, the four-thousand year old city of Rameses the Great, and once the capital of the world. The massive columns of the Temple of Luxor serve only as an introduction to the wonderful ruins of Karnak, a mass of carved and decorated columns, pylons and statues, occupying an area about two miles in circumference.

Across the Nile lies the Valley of the Kings and Queens. Here are the painted tombs, among which is that of Tutankhamen, and in another vault are the bodies of slaves who were buried with their Royal Master so that their spirits might still attend on him in the life beyond. About a hundred and forty miles south of Luxor stands the most beautiful little place on the banks of the Nile—here filled with picturesque and rocky islands. This is Assouan, and near by is the temple of Philae, now partly submerged by the great Dam.

Away over the desert sand is the Oasis of the Fayoum, a picturesque country of palms, ancient canals, and quaint villages, but to write briefly of Egypt's attractions is as difficult as it is to describe its Eastern charm.

Egypt is always there. Only the brilliant circle of society at Cairo, Luxor, and Assouan comes and goes with the seasons. Yet Egypt is as fascinating under the hot sun and deep blue sky of summer as it is when the cool winds stir its palms. To the sun-starved dweller in northern lands, Egypt offers a summer holiday of unequalled charm and interest. It has earned a false reputation for costly luxury. Like all centres of international society, it is not cheap during the short but brilliant season. In summer, however, one can live comfortably in Cairo and elsewhere down the Nile for about 30s. a day. Its temples, its tombs, and its colours are not dimmed by the absence of its rich, winter devotees, and Egypt is more than a holiday, it is an education.—*Nation and Athenaeum.*

THE QUESTION OF INDO-CHINA PAY.

GUILD REPLY TO MR. BERNARD.

A JOINT LETTER.

Mr. J. Watson, the Secretary of the Marine Engineers' Guild and Mr. W. S. Kirby, Secretary of the Coast Officers' Guild, have written a letter to Shanghai newspapers on the subject of the Hon. Mr. D. G. M. Bernard's recent speech at the shareholders meeting of the Indo-China Steam Navigation Co., Ltd.

The letter, dated the 12th inst., states *inter alia*:—

"Whilst it is not the intention of these Guilds to enter into any lengthy dissertation regarding the quotation, in its entirety, made by the Chairman of the Indo-China Steam Navigation Company at the shareholders annual meeting held on Thursday last at Hongkong and covered by a Reuter's despatch in your issue of yesterday we must, on behalf of those we represent, reply in brief in the meantime to certain questionable statements reported as being made by Mr. Bernard.

LIVING COSTS.

"Firstly, the word 'high' in relation to the present cost of living, was not advanced by these Guilds as an argument to the Company's request that members of its floating staff accede to a 20% cut in their salaries; what was urged was that wages had remained stationary since 1920, yet an 'increased' cost of living of approximately 40% to date had been met uncomplainingly by all ranks, and it was therefore an unreasonable request of the Company to demand that members of its floating staff suffer a further cut of 20% and still maintain that standard of living to which, by their specialized training, they are rightfully entitled.

"Secondly, the Chairman, Mr. D. G. M. Bernard, knows full well that no request for a reduction in salaries was or has been received by these Guilds from any other of the coastal shipping companies, yet these companies are subject to the same freight conditions and competition as is the Indo-China Steam Navigation Company. This fact, in itself, is significant.

NOT STAFF'S FAULT.

"The Directors of the Indo-China Steam Navigation Company are well aware that they cannot conscientiously impute any stigma of inefficiency to the floating staff, who, in their continued endeavours on the Company's behalf, perform practically double the number of hours which fall to the lot of the office administration. If then, the Company's vessels have not made the financial return that is alleged, it is certainly not the fault of the floating staff.

"Yet, it is the efficient arm of the Company's service that it was proposed should be penalized and because such cavalier and unjust treatment was rightly resented, the Chairman chooses to indulge in melodramatics in his speech accusing the officers of 'presenting pistols at our heads,' which type of phraseology is doubtless intended to assuage the feelings of the shareholders at Home, though we feel it will be poor comfort."

CHINESE TARIFF CONFERENCE

DIFFICULTIES ARISE IN ABSENCE OF A GOVERNMENT.

According to Mr. Rodney Gilbert, the Peking correspondent of the *N.-C. Daily News*, there is a possibility that the Chinese Tariff Conference will probably fade quietly away instead of blowing up with great violence. Mr. Gilbert adds that it does not appear by any means certain now that the Washington provisions for 2½ and 5 per cent. surtaxes are going to be "implemented," as the technicians put it, so it is hard to appraise the results of the conference except in negative terms.

Ten days ago many of the delegates insisted that the conference might indulge in a vacation at the end of June but that the sessions would certainly be resumed in the autumn if there were a Government here then, and that there certainly would be no indefinite postponement until the Chinese themselves withdrew or until they had given such convincing evidence of their inability to carry out the terms of any sort of an agreement as would satisfy public opinion of the most sentimental sort in the Occident. Since then, despite Japanese denials, the special delegates have undoubtedly made up their minds that they will be leaving China for good in a few weeks, whether the Washington surtaxes are imposed or not and that there is no real likelihood of the revival of the conference in anything like its present form in the immediate future.

This means simply that the majority of the delegates have seen enough to convince themselves, and presumably their Governments also, that there is not going to be a Government in China for a long while competent to make and execute a bargain. It is tantamount to confession that the Republic of China has ceased to exist without much prospect of a resurrection.

Logically the question of the Washington surtaxes cannot be disassociated from all the other problems before the conference. If China is not enough of a nation to sign and execute an agreement she is not enough of a nation to receive a concession and administer new revenues.

The logic of this position is beyond cavil and if the Japanese delegates stick to it, they may prevent the other Powers from simply sliding out of the conference with a generous farewell gesture. Under such circumstances either the conference ends and China gets nothing, like the rest of us, or the sessions will have to be renewed in due course and carried through to the bitter end.



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COUNTY CRICKET.

THE LATEST MATCH SCORES.

BOWLERS HAVE GOOD TIME.

[THROUGH REUTER'S AGENCY.]

LONDON, June 15th.

The latest county cricket match scores to hand are as follows:—

The wicket at Cheltenham gave the bowlers much assistance and with Ryan in good form, the gallant stand of Dipper did not prevent Gloucester from defeat at the hands of Glamorgan. The scores were:

Gloucester: 133 and 134.

Glamorgan: 149 and 120 (for six wickets).

Dipper made 77 of the Gloucester first innings total, whilst Ryan took seven wickets at a cost of 40 runs. Ryan's figures in the second innings were 5 for 50.

The amateur, T. Arnott, was the leading scorer for Glamorgan, with 63. Charles Parker took 6 wickets for 55, and in the second innings four wickets for 67 runs.

WARWICKSHIRE DEFEAT MIDDLESEX.

Robert E. S. Wyatt, who made his maiden century last season, and who has blossomed out as a bowler of good class for the first time this year, played a large part in the first innings success of Warwickshire against Middlesex, a performance more meritorious since it was gained at Lord's.

Middlesex were without Patsy Hendren and J. W. Hearne, and batting first scored only 170, Nigel Haig being the highest contributor with 52 not out. Wyatt and Norman Kilner, brother of Roy, between them made 128 of the 188 which gave Warwick a lead on the first innings. The scores were:

Middlesex: 170 and 228 (for five).

Warwick: 188.

R. E. S. Wyatt took seven Middlesex wickets at a cost of 43 runs in their first innings, and contributed 70 when batting. Kilner (N) made 58 and the county were all out for 188.

Rain interfered with the game and there was little chance of bringing it to a definite conclusion. Middlesex went in again and scored fairly freely, the Hon. C. N. Bruce rattling up 74 not out.

HOP COUNTY'S POOR SHOW.

The Hop County team, which was scoring 500's a week or two back came a cropper at Tonbridge, where the whole side was bundled out for 55 runs. In reply Somerset made 119 and gained points for a lead on the first innings. J. C. White took four wickets for 14 runs in the Kent innings. The scores were:

Kent: 55 and 62 (for four wickets).

Somerset: 119.

With four wickets down in their second innings Kent had failed to reach the Somerset first innings total. The most successful Kent bowlers were Wright, who took four for 24, and Hardinge whose three wickets cost a precisely similar number of runs! Kent were of course without A. P. F. Chapman and Woolley (F.E.).

HAMPSHIRE'S EASY WIN.

In neither innings against Hampshire at Southampton did Northants succeed in reaching one hundred, and the home side gained an easy victory by 157 after declaring in the second innings with the score standing at 149. The scores were:

Hants: 169 and 140 (for five wickets declared).

Northants: 68 and 93.

Newman took ten wickets in all, four in the first innings at a cost of 38 runs, and six in the second for 42.

SURREY-ESSEX MATCH DRAWN.

Facing a total 306 on a bad wicket, Essex put up a splendid display and forced the game to a no-decision draw, both sides having failed to complete an innings. The scores were:

Surrey: 306.

Essex: 202 (for seven wickets).

Andy Ducat's 121 was the only score of note for Surrey, and in reply Cutmore and Freeman held their ends up scoring 52 and 61 respectively.

[REUTER'S AMERICAN SERVICE.]

AMERICAN BOXING.

PAUL BERLENBACH TO DEFEND HIS TITLE.

NEW YORK, June 15th.

Paul Berlenbach, the light-heavyweight champion of the world, a title he won by defeating Mike McTigue, will defend his title on July 15th, the challenger being Jack Delaney.

HONGKONG TENNIS LEAGUE.

"A" DIVISION.

H.K.C.C. *v.* U.S.R.C.

To be played on the U.S.R.C. ground on Saturday at 4.15.

H.K.C.C.—A. Brearley and R. M. Henderson; A. B. Raworth and C. Miskin; G. W. Sowell and A. D. Humphreys.

"B" DIVISION.

H.K.C.C. *v.* N.T.C.

To be played on the H.K.C.C. ground on Saturday at 4.15

H.K.C.C.—H. J. Armstrong and E. J. R. Mitchell; M. L. Dunbar and J. G. Laurie; L. M. S. Lloyd and M. W. Lyons.

"C" DIVISION.

H.K.C.C. *v.* K.C.C.

To be played on the H.K.C.C. ground on Saturday at 4.15.

H.K.C.C.—M. M. Watson and J. T. Prior; E. W. Hamilton and G. S. Hugh Jones; J. D. H. Crawford and A. C. Crowley.

BILLIARDS.

PALACE HOTEL HANDICAP.

The first round of the above tournament is drawing to a close and to-night at 9 o'clock the postponed match between J. F. Riberio (owe 200) and W. Ogley (owe 30), which was put off last week on account of the latter's indisposition, will be played. There is only one other outstanding match to complete the first round ties and it will be played off next week between Cruz and E. Limmern.

Only one match was played yesterday and resulted in A. McGinley (owe 200) defeating McCallum (scr.) by 250 points to 176. The winner compiled the following breaks: 23, 16, 21, 15, 28, 15 and 27. McCallum made a 19.

INMAN IN GOOD FORM.

Inman recently outpointed the champion (Tom Newman) in one of the sessions of their 18,000 game at Thurston's, London. Inman aggregated 786, for which he averaged 78, as against Newman's figures of 673 and 61 respectively. The principal breaks were 76, 46, 73, 370, 70 and 115 (unfinished) by Inman, and 62 (full), 93, 63, 316, and 157 by Newman. Interval scores:

Inman (rec. 4,000) (in play) ... 5,340

Newman 2,173

Inman took his unfinished break to 371 full, and immediately afterwards made a splendid break of 453. Subsequently he added 117 and 122 unfinished. Newman contributed 45, 127, and 54. Inman's average for a total of 994 was 166. Closing scores:

Inman (rec. 4,000) (in play) ... 6,334

Newman 2,430

BOXING.

BOWLES AND KID RAYMOND.

Kid Raymond, the Filipino featherweight, who recently arrived in the Colony, made an offer a few days ago to meet any man of his weight in Hongkong.

Drummer Bowles, the featherweight champion of the Colony, has accepted the challenge and is ready to meet Raymond at any time.

The fight would certainly be welcomed by boxing enthusiasts in the Colony.

FILIPINO BASEBALL TOUR.

TEAM TO MEET JAPANESE PLAYERS.

In the latter part of August a picked all-Filipino baseball team will leave Manila for Osaka, for a series of ten games with the best baseball talent in Japan. Negotiations between Mariano Sangle and the Nippon Baseball Association were closed on June 8th when Sangle received word that the *Osaka Mainichi*, one of the largest newspapers in Japan had agreed to guarantee 15,000 pesos for the series.

The cable received by Sangle, who will manage the Filipino, nine, reads:—"Guaranteed travelling lodging expenses but undecided other fees stop reach *Japan until September tenth.*"

[It is more than likely that the touring players will pass through Hongkong, in which event we may, perhaps, see them at play against a local team.]

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:—

A trough of low pressure extends from N. Indo-China to the East of Luzon, with a depression at its Western extremity.

Local forecast: East winds, fresh to moderate, generally overcast, some rain.

SCOTTISH SPORT.

R. AND A. SPRING MEDAL.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 10th.

One hundred and three players entered for the Royal and Ancient Club Spring Medal competition over the Old Course, St. Andrews, but owing to the strike forty-nine players scratched, a record scratching in the history of the Club. J. L. C. Jenkins carried off the Silver Cross, the principal trophy, with a very steady round of 75. W. F. Blackwell and T. M. Burrell tied for the Bombay Medal with scores of 81, Mr. Blackwell being successful in the play-off.

The five Scottish professionals who have qualified for places in the *Daily Mail* tournament final stages to be played at St. Andrews are—W. A. McMinn, Killermont; D. Houston, Aberdeen; P. Robertson, Braid Hills; J. McDowall, Prestwick; and Stewart Burns, Cruden Bay, the Scottish Professional Champion.

THE PERSPECTIVE OF FOOTBALL.

Sport is a useful thing, but it is not one of the essentials. Football in old time in Scotland was forbidden by statute, because it interfered with the prosecution of the more useful art of archery. To-day football has been described as a diversion, an obsession, a dope, and a religion, according to the intensity of the emotion it provokes in the minds of its devotees. An objection is taken to football on the ground of professionalism. Professional sport, theoretically, is not so deserving of countenance as amateur sport, but, in football, the professional side of the game attracts a public attention out of all proportion to its relative place in the game.

Mr. Wall, the secretary of the Football Association, says that there are 400 clubs which register professional players in membership with the Association. There are approximately 20,000 amateur clubs. The number of professional players registered is approximately 5,000, while there are upwards of three-quarters of a million amateur players. The criticism is often raised that football, as a public spectacle, makes spectators of thousands of lads and young men who should be players, but it must be borne in mind that there is no populous place in the kingdom where adequate facilities are afforded to all young men and lads desirous of engaging in football and other games.

BRITAIN'S WOMEN'S LEGION.

PEERESSES AND OTHERS WHO VOLUNTEERED.

As was to be expected of the Women's Legion, which did so splendidly during the war, all its members placed themselves at the disposal of the Government at the outbreak of the recent strike, and their only regret is that so few of them were called upon for active service, observes *The Daily Telegraph*. Immediately the stoppage was declared the Marchioness of Londonderry, the president of the Legion, "mobilised" the reserve of 1,500 women and proferred their services as motor drivers. The services of 150 only, all motor-car owners, were utilised.

The volunteers included the Duchess of Westminster, the Duchess of Sutherland, Lady Plunkett, Viscountess Massareene, Lady Moreen Stanley, Mrs. Stebbing, and Miss Beatrice Ward (Lady Londonderry's secretary), and the work assigned to them and their fellow volunteers was that of driving cars for the police, the hospitals, the County Council schools, and a leading London newspaper. One day the Legion was asked to supply 100 lorry drvers, and sixty members were secured in three hours, but before they were actually commissioned for driving food supplies from the docks the disaffected lorry men had offered to return to work.

Speaking to a representative of *The Daily Telegraph*, Miss Ward said: "As far as I know none of us met with any hostility or obstruction. On the contrary the strikers and the great crowds generally were mostly polite. No doubt it has cost us a lot of money and interfered with trade for a time, but, on the other hand, I venture to think that the experience has raised British prestige in the eyes of the whole world. It has shown that those characteristics which have always been regarded as traditionally British—British steadiness and British phlegm—are still as true as ever."

MR. CHURCHILL AND THE PRESS.

Mr. A. L. Woodhead, of Huddersfield, who as president of the Newspaper Society sent a telegram, during the recent General Strike, protesting against Mr. Churchill's statement that "in the twinkling of an eye the newspaper Press went completely out of action," has received the following reply from the Chancellor's secretary:—

"Mr. Churchill desires me to acknowledge the receipt of your telegram of to-day. His words to which you take exception were founded on a resolution which had just been passed by the Newspaper Proprietors' Association, and described the situation with which the Government believed itself to be confronted. He has seen with great admiration the successful efforts which have been made by so large a proportion of the provincial Press to carry on its business."

THE AMERICAN RACE.

ANTHROPOLOGICALLY CONSIDERED.

COMPREHENSIVE WORK PUBLISHED.

One of America's leading anthropologists, Dr. A. Hrdlicka in his book "The Old Americans,"—(which is the result, we are told, of his studies—fully detailed in this comprehensive work from 1910 to 1924)—observes that his object was to discover "just what the old American stock represents, what changes, if any, have already been realized in it, and towards what goal it is tending." By old Americans he evidently means in general those American whites who have been longest in the country; and for this purpose he defines the term here as those whose ancestors on each side of the family were born in the U.S. for at least two generations. The third generation, he estimates, means roughly an ancestry on each side of the family of at least 80 to 150 years American, probably nearer the latter than the former figure. He had hoped originally to make the limit four or, still better, five American generations, but he found that when he had excluded the eastern and southern communities where considerable inbreeding has taken place, those who could show the necessary qualifications were astonishingly rare; even three generations of native ancestry are far less common than might be imagined. In the end Dr. Hrdlicka has undertaken an exhaustive anthropological examination of over 900 individuals, with approximately 1,000 additional examinations for pigmentation, &c. He gives reasons to show that this group may be taken as fairly representative, but he notes that it excludes three classes which ought eventually to be examined also for the purposes of such a survey: the in-bred populations of the small towns in New England; the old-time middle States farmer; and the Western pioneer.

OLD AMERICAN STOCK.

The old American stock considered here, therefore, is that whose ancestors on both sides were in the country before, say, 1830. The exact racial composition of this ancestry cannot be ascertained, but there are sufficient data to estimate approximately the national composition, and Dr. Hrdlicka takes pains by a brief *resumé* of what is known of the racial composition of European nationalities to emphasize that this is not the same thing. The figures he adopts are generally those of the "Century of Population Growth," published by the United States Census Bureau in 1909. This gives in 1790 some 82 per cent. English, 7 per cent. Scottish, 2 per cent. Irish, 5½ per cent. German, 2½ per cent. Dutch, ½ per cent. French and less than ½ per cent. all others. Between 1790 and 1820 the immigration from Europe was relatively small and of such a nature as not to alter appreciably the older conglomeration. Since 1820 and particularly since 1830 the number of immigrants has greatly increased, and their nationalistic character has considerably changed, but this is not the subject of Dr. Hrdlicka's book.

There follow exhaustive analyses and tables of measurements, of pigmentation, stature, and other bodily features, accompanied particularly in the case of the section on pigmentation with much useful anthropological information of a general kind. The result of this examination, which is much too long even to summarize, is that "the unmixed descendants of the older stock of Americans do present already an approach towards a physical type which may be called 'American.'" As to the present composition of the race Dr. Hrdlicka, taking into account the strains that have been coming into the country since 1820, believes that the result is a population "with blood somewhat more German and Irish, with also a tinge more of Scandinavian, and especially Italian, Slav, and Jewish. The great bulk of the population remains, however, in origin or in descent, British or, more properly, West European." On the future he does not dogmatize, but he believes that the ever-increasing intermixture may doubtless in the course of a few generations be expected to approach a newer blend—the American type of the not far-distant future. "This type, we may, surmise from all the available data, will not be far from the old American type of the present, and yet will be somewhat different, particularly in the physiognomy and in behaviour. It is, perhaps, an unexpected conclusion, but we shall probably not be far wrong in accepting Dr. Hrdlicka's results.

NEW KING'S PROCTOR.

The King has been pleased, by Warrant under his Royal Sign Manual, to appoint Maurice Linford Gwyer, Esq., C.B., to be his Majesty's Procurator in all causes and matters Matrimonial, Maritime, Foreign, Civil and Ecclesiastical, in the room of the late Hon. Alfred Clive Lawrence, C.B.E.

Mr. Gwyer, who is 48, was educated at Westminster and Christ Church, Oxford, and was elected a fellow of All Souls College in 1902. He was called to the Bar by the Inner Temple, was formerly lecturer on private international law, at Oxford, and edited the late Sir William Anson's well-known works on the law of contract and the law and custom of the Constitution. In 1912 Mr. Gwyer was appointed solicitor to the Insurance Commissioners, in 1917 he entered the Ministry of Shipping as legal adviser, and in 1919 was transferred to the Ministry of Health as solicitor and legal adviser. In 1921 he was created C.B.

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A "MIGHTY ONSLAUGHT."

GERMAN ADMIRAL ON THE KIEL MUTINY.

MR. CHURCHILL QUOTED.

Writing recently, *The Times* Berlin correspondent reported that the Reichstag Committee for investigation of the events that occurred on board the German Fleet in 1918 had resumed its public sessions and that the Nationalist Admiral Bruninghaus used the occasion for a mighty onslaught on the "Socialist and other defeatists" who had fostered discontent in the Navy and "thus caused Germany to lose the war." *Vorwärts* this morning, in anticipation of this attack, publishes correspondence it has had during the past few months with Mr. Winston Churchill in connection with this interesting naval question, and proves to the satisfaction of the whole democratic Press that Admiral Bruninghaus's colleague, Admiral Von Trotha, in giving evidence before the committee at its January meeting, wantonly garbled a statement of Mr. Churchill's in order to support the Nationalist theory that the Kiel mutiny of 1918 spoilt Germany's chances of winning the war.

It will be remembered that in the January session of the committee Admiral Von Trotha explained that the Kiel mutiny in October, 1918, by thwarting the plan for sending out the German fleet, had at a crucial moment prevented an operation that would have turned the whole military situation in Germany's favour. "We were firmly convinced of this fact," Von Trotha assured the committee, "and our conviction was strengthened by statements that afterwards appeared in the British Press. One passage, for example, in an article by Mr. Churchill, states that "the deeper one looks the more clearly one perceives how slender was the thread by which the decision hung in those last days. This thread broke in our favour because the mood of the German nation failed to hold firm."

This quotation was published broadcast by the whole Nationalist Press in January, 1926, as finally confirming the Nationalist theory as to the responsibility for the loss of the war. But the Socialist Press questioned the genuineness of the quotation used by Admiral Von Trotha, and the editor of *Vorwärts* wrote to Mr. Churchill asking for light on the subject. In the course of his two letters in reply, dated February 20th and March 10th, 1926, Mr. Churchill pointed out that his words had been added to, and that what he had said in the *Sunday Pictorial* on January 12th, 1919, was: "The more one knows about the struggle the more one realises on what small, narrow, and perilous margins our success turned." Mr. Churchill further-more explained that not only did the misleading words "in those last days" not occur in his article, but that the whole context of his article in the *Sunday Pictorial* showed that he was referring to the situation in 1916-17, just before America was brought into the war owing to Germany's decision in favour of unrestricted submarine warfare. The second sentence in the supposed quotation is, writes Mr. Churchill's secretary, a pure invention on the part of Admiral Von Trotha. Mr. Churchill also points out for the sake of historical interest that an important part of the American Fleet had joined forces with the British Fleet in the autumn of 1918, and the numerical superiority of the combined American and British naval forces would be clear to anyone taking the trouble to count suner Dreadnoughts.

Vorwärts concludes its article by stating that Mr. Churchill's words show once for all that had the German admirals carried out the plan of a naval sortie in October, 1918, they would have been inviting a political catastrophe of the first magnitude, besides sending the entire German Navy to futile and senseless death.

LONDON'S RUBBISH.

PROBLEM FOR THE MINISTRY OF HEALTH.

As a result of an investigation now being made into the problem of London refuse by Mr. J. C. Dawes, the Inspector of Cleansing at the Ministry of Health, it is expected that before long the dumping of crude rubbish in some of the country districts on the fringes of Greater London will be stopped. This insanitary practice is bad for health, and has aroused justifiable protests.

Of recent years, it has been discovered that by treating refuse properly a considerable income can be obtained for the relief of rates. For example, the accounts for the City of Sheffield show that in 1924 the income derived from the sale of salvaged materials alone amounted to £12,000. Various schemes are being experimented with at Glasgow, Falkirk, and Halifax, with a view to eliminating dust, and then utilizing to the best advantage the materials contained in household refuse thrown away. There is a suggestion, for example, that in time briquetted fuel may be sold to the Continent made out of such refuse, and it is said that Sheffield is already selling to Portugal.

The cost of the collection and disposal of house and trade refuse in England and Wales is over £3,000,000 a year, and it is believed that many savings are possible. The Elementary schools have been asked to assist in educating the public as to the necessity of reducing the amount of rubbish thrown away. If only each householder would burn two pounds of rubbish each week instead of putting it into the dustbin, it is estimated that there would be a saving of over a quarter of a million pounds on the amount spent on public cleansing in a year.

IS WOMAN TOO OBTRUSIVE?

AN INTERESTING DEBATE.

In aid of King Edward's Hospital Fund, Major Walter Elliot, M.P., and Miss Ellen Wilkinson, M.P., at the London School of Economics last month, debated the question, "Is Woman Becoming Too Obtrusive?"

Major Elliott, who upheld the affirmative point of view, maintained that the difficulties to be faced at the present time could not be solved by one sex, but only by the human family as a whole. To-day, he said, too much emphasis was being laid on the feminine aspect, and women were concentrating not merely on sex equality but on sex privilege. Touching upon the question of women's dress, Major Elliot said that if men were to march about the streets imitating Adam with the same thoroughness and zeal that women imitated Eve it would be said that man was becoming too obstrusive. (Laughter.) The feminist movement was running a great risk of becoming the plaything of extremists and faddists. The questions being discussed now were not questions of franchise but questions of life and death, and the suggestion of obtruding the feminine point of view was not merely a mistake but a folly. The pressure, partly, of the million surplus women in the country, the momentum of the suffrage agitation, and the work done by women in the war, had led to the over-emphasising of the feminine point of view, and it was high time that women accepted the subordinate position of equality instead of the dominant position of superiority which they were attempting to exercise. (Cheers and laughter.)

Miss Wilkinson agreed that women were sometimes regarded as freaks and curiosities rather than as human beings because of the job they were doing. She herself was utterly sick, before Miss Susan Lawrence was returned to Parliament, of being described as "Women's only Labour M.P." That, however, was not due to the obtrusiveness of women, but to the way in which they were written up as curiosities. On one occasion she discovered equal prominence given in the Press to a grave railway accident and "Middlesbrough's Woman M.P. shingles her hair." (Laughter.) Women wanted to get on with their job without it being remembered that they were women, but men would not let them. It was men who insisted on obtruding the sex idea, and not women. Women had to live, and the struggle for a bare existence had made them insist on being paid for their job as human beings and not as women. (Cheers.) With regard to dress, Miss Wilkinson insisted that women's clothes were hygienic, and she added that she never thought plus fours or the kilt were exactly unobtrusive garments. (Laughter.) She wished women were more obtrusive and not content with courtesies and very little else. But if every woman had a vote the problem would not be settled. They wanted equality of opportunity, equality as regards wages, and a chance to show what women as human beings were capable of. They were not obtrusive in demanding that. (Cheers.)

Miss Clemence Dane, who presided, congratulated the speakers, and said that of all wars the craziest and most dangerous was a sex war.

THE HOODED HORROR.

COBRA WHO RESPECTED RAILWAY REGULATION.

An English resident of India relates in the *Anglo-Italian Citizen* that he once had occasion to make a short journey by rail in the month of June, and was invited by a friend, who was in the railway service to ride with him on his engine, "the coolest place on the train." The invitation was willingly accepted.

"We started late in the evening, and I soon found that Tom was right about the engine being the coolest place. The speed of the train created a breeze which rapidly absorbed the abundant moisture which a man's body throws off when the thermometer registers ninety at midnight.

Nothing worthy of remark happened till the driver ordered the fireman to fill the furnace. Then as the logs were thrown in out dropped a lively cobra on the foot-plate. It was not a very large specimen—about four feet long, perhaps, —but its bite would not have been less fatal on that account.

There were four of us human beings on that footplate, and this new passenger made the place somewhat crowded. Not one of us had a stick, or our embarrassment could readily have been relieved. As it was, all we could hope for was that the reptile would slip off the engine, and drop on the line.

But the creature manifested no such intention. Perhaps it knew that there was a regulation against getting off a train in motion; or more likely it enjoyed its joy ride. Presently it raised its hood and I foolishly made a kick at it, taking care not to put my foot within striking distance.

It was an unfortunate demonstration. The creature was not frightened, but promptly accepted the challenge, and advanced upon us. We were besieged.

The driver sprang on to one side of the engine, holding on by the hand rail which ran along the boiler; the fireman went up the pile of logs behind him like a cat; Tom vanished from the scene on the side of the engine opposite the driver had taken, and called upon me to follow him. But my feet were rooted to the iron.

The cobra raised itself to strike. I tried to jump, but could not move. Another instant, I should have received the deadly wound. But just in the nick of time, the fireman—brave fellow! I owe my life to him—slipped down from the logs, seized the snake by the tail, and flung it into the furnace."

THE "DING ON."

FORMER DREDGER SOLD.

The s.s. *Ding On*, owned by Heung Chi Man, of Bulkely Street, Kowloon, has been sold to Kwong Yick Man, of Foochow. This steamer was built in 1894 by a Glasgow firm, being last surveyed in 1924. She is of only 527 tons net register, and carries 880 tons deadweight, the bunkers making up 60 tons of this. When fully loaded her draft is 10 ft. 6 inches, and in ballast 4 ft. mean. On a consumption of 15 tons of Japanese coal per day she can make a speed of six miles per hour. Her length over all is 180 feet, and between perpendiculars 170 feet. Her extreme breadth is 36 feet and depth of hold 15 feet.

When employed on the West River trade the *Ding On* had accommodation for ten first-class and 20 second-class passengers, as well as being able to carry 900 coolie passengers. She is equipped with two compound engines and two boilers, with two propellers.

About two years ago she sank at Wuchow when in the Hongkong-Wuchow trade. About four months later, when the water was low enough to permit baling her out, she was taken off. Following this mishap she made two trips between Hongkong and Wuchow, but since the beginning of the boycott has been laid up at Hongkong.

Built at first for a dredger, she served in this capacity at Durban and later at Macao. When more modern dredgers were found necessary, the *Ding On* was converted into a tramp streamer.

It is likely that her boilers, engines, smoke-stack, etc., which are at present situated forward, will be transferred to amidship. The *Ding On* will probably be taken to the Kwong Tak Cheong ship-building yard, Kowloon Bay, in the near future to have these alternations effected and repairs carried out.

WIVES ON STRIKE.

THE FIRST RECORDED IN RUSSIAN HISTORY.

VICTORY FOR THE WOMEN.

According to the Moscow correspondent to the *Times of India* a strike of wives, the first recorded in Russian history, was successful in the obscure peasant village of Karmava recently, in securing better treatment for every married woman in the community.

The strike was led by a peasant woman Aksinia Karasieff who becoming an enthusiastic convert to the Communist doctrine that women are the equal of men and should take their full share in public life aroused her husband's anger by attending meetings.

He took her over his knee and in the traditional Russian fashion gave her a sound beating. Her reply was to call out every woman in the village from her home and order them to strike against the tyranny of their lords and masters. The women complied. Not a stroke of work would be done until the husband ceased beating and abusing them. It was nothing short of a revolution. The men were staggered. They found their homes empty, their children neglected, the cows unmilked. The women had made the village schoolhouse into a fortress and there embattled, they stood until they were assured that their terms would be agreed to. The men marched on to the schoolhouse determined to make short work of the petticoat rebellion. But they found the schoolhouse barricaded, the women determined on a fight and no apparent means of subduing them.



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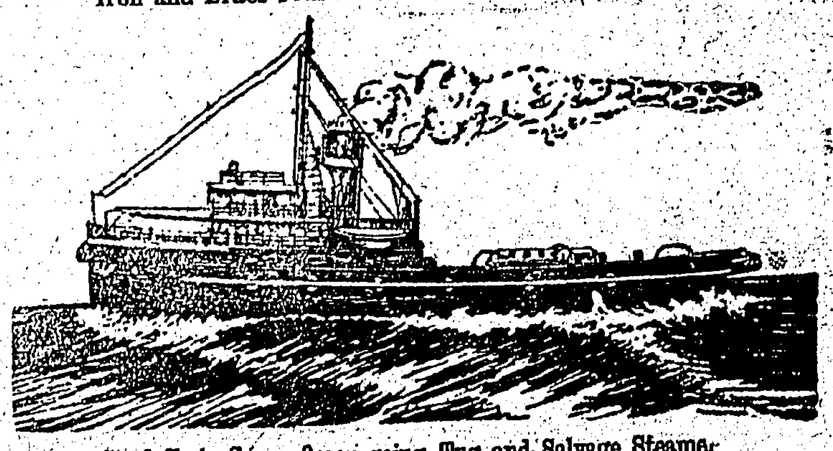
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SHIPPING NEWS.

ARRIVALS.

June 14th.

Tjileboet, Dutch str., 3,635 tons, Capt. P. Abbo, from Batavia and Balikpapan, the latter port she left on June 8th, with sugar and general cargo, lying at Quarry Bay.—J.C.J.L.

June 15th.

Borneo, British str., 1,297 tons, Capt. J. H. van den Berg, from Haiphong, with a general cargo, lying at buoy No. C36.—Shun Tai S.S. Co.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

June 16th.

Kiangsu, British str., 1,555 tons, Capt. H. P. Carver, from Bangkok, which port she left on June 9th, with a general cargo, lying at buoy No. B11.—B. & S.

Oak Park, American str., 3,949 tons, Capt. T. C. Selness, from New York and Iloilo, the latter port she left on June 12th, with a general cargo, lying at buoy No. A8.—Admiral Oriental Line.

Sunning, British str., 1,570 tons, Capt. J. K. Clark, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Van Overstraten, Dutch str., 2,836 tons, Capt. H. Shinter, from Singapore, which port she left on June 17th, with a general cargo, lying at buoy No. A26.—J.C.J.L.

CLEARANCES.

June 16th.

Apoey, for Singapore.
City of Canton, for Cebu.
Empress of Asia, for Manila.
Haicheng, for Amoy.
Kwang Sang, for Foochow.
Sui Yik, for Sha U Chung.
Tak Hing, for Hauhoi.
Tai Sze Ma, for Kwang Chow Wan.
Taming, for Hoihow.
Tjipanas, for Sourabaya.
Tjisondari, for Muntok.

PASSENGERS.

DEPARTURES.

By the *Empress of Asia*, for Manila, on June 16th:—Mr. C. Andretta, Mrs. C. C. Ammerman, Miss E. Baker, Miss E. Elsaser, Mr. Max Franty, Lt. and Mrs. A. L. Fulton, Mr. J. F. Forbes, Mr. and Mrs. D. G. Fay, Mr. and Mrs. J. A. Haver, Mr. N. B. Jietsoff, Mr. and Mrs. N. C. Jewitt, Mr. and Mrs. M. Knegi, Mr. A. Knowles, Mr. F. S. Laws, Mr. H. Landan, Mr. G. D. Moss, Miss G. E. Malone, Mr. B. A. Padon, Madame La S. V. M. Romanie, Lt. and Mrs. Mrs. H. P. Rush, Mr. Satch, Lt. and Mrs. J. N. Spry, Mr. N. E. Stadig, Mrs. G. Singtang, Miss K. Uchino, Capt. A. Vollmer, and Lt.-Col. L. G. Walls.

SHIPPING NOTES.

The master of the s.s. *Adolf Von Baeyer* has reported to the Harbour Office that on Tuesday a wrecked junk was passed in Latitude 22.17 N., Longitude 114.57 E. The wreck is described as being dangerous to navigation.

The master of the s.s. *Van Overstraten* (Dutch) from Belawan Deli and Singapore reported to the Harbour Office yesterday that two Chinese deck passengers died on Tuesday and were buried at sea.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 2,100, of which the s.s. *Van Overstraten* (Dutch) from Belawan Deli and Singapore carried 1,530; the s.s. *Tjileboet* (Dutch) from Batavia and Balikpapan 322; and the s.s. *Empress of Asia* (British) from Vancouver and Shanghai 138.

The master of the s.s. *Kaying* (British) from Singapore and Hoihow, reported to the Harbour Office yesterday afternoon that a coolie passenger, from Singapore to Hoihow, died last Thursday on the steamer.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, from Hongkong, on May 28th, arrived at Vancouver on June 14th.

VESSELS EXPECTED.

Alipore (P. & O.), due June 19th.
Empress of Canada (C.P.R.), due June 28th.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—*Passat, Turbo.*
Taikoo Dock:—*Seang Bee, Soochow, West Coyote, Taishan, Anhui.*

SUNRISE AND SUNSET IN HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
June 17th	5.38 a.m.	7.09 p.m.
„ 18th	5.38 „	7.09 „
„ 19th	5.39 „	7.09 „
„ 20th	5.39 „	7.10 „
„ 21st	5.39 „	7.10 „
„ 22nd	5.39 „	7.10 „
„ 23rd	5.40 „	7.10 „
„ 24th	5.40 „	7.10 „
„ 25th	5.40 „	7.11 „
„ 26th	5.40 „	7.11 „
„ 27th	5.41 „	7.11 „
„ 28th	5.41 „	7.11 „
„ 29th	5.41 „	7.11 „
„ 30th	5.41 „	7.11 „

HONGKONG SHIPPING.

With five fewer vessels arriving than on the previous day, yesterday's shipping statement showed a considerable decrease as having taken place in the amount of cargo for this port and also freight for ports beyond. The total decrease, compared with the figures for the previous twenty-four hours, was 26,221 tons. Hongkong cargo had gone down by 7,201 tons and freight for other ports by 19,020 tons.

The number of vessels in the harbour at 9 a.m. yesterday was 54, of which 30 were British. During the previous twenty-four hours ten vessels arrived in port, *viz.*—five British, one American, two Dutch and two Chinese. The departures over the same period came to thirteen, *viz.*—one Dutch and Japanese for Shanghai, three British for Amoy, one Chinese for Hauhoi, one Chinese and one French for Kwang Chow Wan, one British for Bangkok, one Japanese for Batavia, one British and one Japanese for Singapore and one Chinese for Sha U Chung. There were two clearances, these being Japanese steamers for Saigon and Swatow respectively.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong 8,347 tons.
For ports beyond 5,050 „
Total 13,397 „

(During the previous 24 hours ended at 9 a.m. on Tuesday).

For Hongkong 15,548 tons.
For ports beyond 24,070 „
Total 39,618 „

British vessels figured poorly in the returns, bringing only 2,984 tons of the freight for this port, and carrying only 446 tons for ports beyond. Of the remaining 5,363 tons of cargo for Hongkong, brought by vessels under other flags, the heaviest consignment was 3,751 tons of sugar and general cargo. With regard to freight for ports beyond, there were only four entries, the two heaviest being 2,504 tons and 2,000 tons respectively.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Empress of Asia (British) from Vancouver and Shanghai with 644 tons of general cargo, mail and 446 tons for Manila;
Kwong Sang (British) from Tsingtau and Foochow with 900 tons of general cargo;
Sunning (British) from Shanghai and Swatow with 960 tons of general cargo and mail;
Borneo (British) from Haiphong with 480 tons of general cargo and mail;
City of Canton (British) from Cochin and Singapore with a *nil* entry;
Oak Park (American) with 600 tons of general cargo and 2,000 tons for ports beyond;
Van Overstraten (Dutch) from Belawan Deli and Singapore with 1,000 tons of general cargo, mail and 100 tons for ports beyond;
Tjileboet (Dutch) from Batavia with 3,751 tons of sugar and general cargo and 2,504 tons of similar cargo for ports beyond;
Tak Hing (Chinese) from Nam Tau with 4 tons of vegetables and 3 tons of fish;
Sui Yik (Chinese) from Sha U Chung with 5 tons of general goods.

Later arrivals yesterday, too late for inclusion in the above returns, were:—

Kaying (British) from Singapore and Hoihow with 500 tons of general cargo and mail;
Kiangsu (British) from Singapore and Bangkok with 1,074 tons of general cargo and mail;
Tak Hing (Chinese) from Nam Tau with 3 tons of vegetables and 620 catties of fish.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 16th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.68	29.66	29.67
Temperature ...	74	74	74
Humidity ...	90	79	87
Wind Direction...	E	E	E
„ Force ...	4	4	5
Weather	OR	OD	OR
Rain	0.01	0.00	0.18

Highest open-air Temperature on 15th ... 76
Lowest open-air Temperature on 16th ... 72

HONGKONG TIDE TABLE.

From June 17th to 23rd, 1926.

Days of Week	Days of Month	H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.
		HIGH WATER.		LOW WATER.	
		h. m.	ft. in.	h. m.	ft. in.
Thur.	17	No inferior	High	nor Low	Water
		0 33 a	5 6	9 24 a	1 6
Fri.	18	No inferior	High	nor Low	Water
		0 46 a	5 2	10 12 a	1 8
Satur.	19	m 5 49	4 4	m 10 12	4 1
		3 14 a	4 7	10 55 a	2 0
Sun.	20	m 5 58	4 8	m 11 41	3 6
		4 47 a	4 5	11 34 a	2 1
Mon.	21	m 6 9	5 2	0 44 a	3 0
		6 2 a	4 4		
Tues.	22	m 6 20	5 7	m 0 10	2 3
		7 7 a	4 3	1 32 a	2 3
Wed.	23	m 6 51	6 3	m 0 44	2 4
		8 4 a	4 3	2 15 a	1 5

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Steamers.	H'kong. Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF ASIA	...June 24	June 27	June 30	July 8	July 18
EMPRESS OF CANADA	...July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	...July 23	July 25	July 28	July 31	Aug. 9
EMPRESS OF AUSTRALIA	...Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF ASIA	...Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	...Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	...Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	...Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	...Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
June 16	June 18	Empress Asia	June 19	June 21
June 30	July 2	Empress Canada	July 3	July 5

Passenger Department: Tel. C. 753. Cables: CACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15

NYK

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU ... Tuesday, 29th June
SIBERIA MARU ... Tuesday, 13th July
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
RAKUYO MARU ... Tuesday, 17th July
GINYO MARU ... Wednesday, 25th Aug.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports
KATORI MARU ... Saturday, 19th June
ATSUTA MARU ... Saturday, 3rd July
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
AKI MARU ... Wednesday, 21st July
NEW YORK and/or BOSTON via PANAMA.
TOYAMA MARU ... Sunday, 20th June
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KAWACHI MARU ... Wednesday, 7th July
BOMBAY via Singapore, Penang & Colombo.
TOYOOKA MARU ... Tuesday, 29th June
CALCUTTA via Singapore, Penang & Rangoon.
PENANG MARU ... Monday, 21st June
SOURABAYA via Batavia, Cheribon & Samarang.
RANGOON MARU ... Thursday, 1st July
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Friday, 18th June
SHANGHAI, KOBE & YOKOHAMA.
HAKATA MARU ... Sunday, 20th June
SUWA MARU ... Monday, 28th June
AWA MARU ... Monday, 28th June
AKITA MARU ... Friday, 2nd July

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone Central Nos. 393 393 & 3423. [7

M.M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR B ...			22nd June, 1926.
PORTHOS A ...			6th July, „
ANDRE LEBON ...A ...	21st May, 1926	22nd June, 1926	20th July, „
PAUL LECAT ...A ...	4th June, „	6th July, „	3rd Aug., „
GENERAL METZINGER B	18th June, „	20th July, „	17th Aug., „
FONTAINE BLEAU ...	2nd July, „	3rd Aug., „	31st Aug., „
AMAZONE B ...	16th July, „	17th Aug., „	14th Sept., „

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A Class Steamers: 1st Class... £ 99. 0d. 0d. | B Class Steamers: 1st Class.....£ 85. 0s. 0d.
2nd „ ...£ 70. 0d. 0d. | 2nd „£ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.
LIGNES COMMERCIALES (CARGO BOATS).
s.s. "YALOU" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st June.
Sailings subject to alteration without notice.
For full Particulars, apply to:—
Telephone: Central 740. MESSAGERIES MARITIMES CO., 3, QUEEN'S BUILDING
CONSIGNATION—TRANSIT—REPRESENTATION. [7

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SANDAKAN ...	"HINSANG"	...Thursday, 17th June, at 2 p.m.
OSAKA via MOJI & KOBE ...	"YUENSANG"	.. Saturday, 19th June, at 7 a.m.
STRAITS & CALCUTTA ...	"NAMSANG"	...Saturday, 19th June, at 3 p.m.
HONGAY ...	"KWAISANG"	...Sunday, 20th June, at 10 a.m.
TIENTSIN ...	"CHIPSHING"	...Wednesday, 23rd June, at 7 a.m.
HAIPHONG ...	"MINGSANG"	...Wednesday, 23rd June, at 10 a.m.
TSINGTAU via SHANGHAI...	"YATSHING"	...Wednesday, 23rd June, at Noon
OSAKA via SHANGHAI, MOJI & KOBE ...	"LAISANG"	...Saturday, 26th June, at 7 a.m.
TSINGTAU via SHANGHAI...	"FOOSHING"	.. Wednesday, 30th June, at Noon
TIENTSIN ...	"CHEONGSHING"	...Monday, 5th July, at Noon.
STRAITS & CALCUTTA ...	"KUTSANG"	...Monday, 5th July, at 3 p.m.
TSINGTAU via SHANGHAI...	"KWONGSANG"	...Wednesday, 7th July, at Noon.
KOBE via MOJI ...	"HOSANG"	...Friday, 9th July, at 7 a.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN AND SHIRE
JOINT SERVICE OF STEAMERS.
U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel	Discharges	Leaves H'kong.
"GLENSHIEL" ...	17th June.	"CARNARVONSHIRE"	... 20th July	London, Rotterdam & Hamburg via Oran.
"PEMBROKESHIRE"	11th July.			
"GLENIFFER"	2nd „			
"GLENOGLE"	5th Aug.			

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD ADMIRAL ORIENTAL LINE, Managing Operators.
FREIGHT AND PASSENGERS.
THE NEW FAST AMERICAN STEAMERS
FOR VICTORIA AND SEATTLE
SHANGHAI—KOBE—YOKOHAMA
"PRESIDENT McKINLEY" June 21st.
"PRESIDENT JEFFERSON" July 3rd.
"PRESIDENT GRANT" July 15th.
"PRESIDENT MADISON" July 27th.
TO EUROPE—£120—£112
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.
FOR MANILA
"PRESIDENT JEFFERSON" June 25th.
"PRESIDENT GRANT" July 7th.
"PRESIDENT MADISON" July 19th.
"PRESIDENT JACKSON" July 31st.
ADMIRAL ORIENTAL LINE,
HONGKONG AND SHANGHAI BANK BUILDING.
Telephones: Central 2477, 2478 & 795. [18

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

Service of Fast Motor Vessels
for
MARSEILLES, ALGIERS, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

	Loading	About
s.s. "CEYLON" ...	25th	June
m.s. "FORMOSA" ...	28th	July
m.s. "AGRA" ...	2nd	August

FOR SHANGHAI AND JAPAN PORTS.

m.s. "FORMOSA" ...	21st	June
m.s. "AGRA" ...	28th	June

For further particulars, apply to the Agents—
GILMAN & CO., LTD., Hongkong.
G. E. HUYGEN, Canton.
23]

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE
Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.
LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown & Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CLASS CHEMISTS.
PODOS PREVENTS CORNS, MAKES FEET TENDER AND SORE FEET TROUBLE. ENGLISH PRICE 3/-. ALL CHEMISTS OR DIRECT FROM PODOS LABORATORY, 19 QUAI VAN DYCK, MARTIGUES, FRANCE. PERSPIRATION, BAD ODOURS, AND ALL FOOT

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "CITY OF CANTON" ...Via Suez Canal...From Hongkong 18th June.
S.S. "COLORADO" Via Suez Canal...From Hongkong 2nd July.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WEIR & Co., LONDON.)

Sailings from Hongkong
M.V. "WEIRBANK" ... via Suez Canal 30th July.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

S.S. "CITY OF GLASGOW"...For Marseilles, London, Hamburg & Havre From Hongkong, 23rd June.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD. [22

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. "ASIATIC PRINCE" Leave Hongkong 30th June
M.V. "JAPANESE PRINCE" " " 3rd August

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

HOLLAND EAST ASIA LINE
of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostock, China, Hongkong, Manila, Singapore
and
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

ARRIVALS FROM EUROPE:

s.s. "GEMMA" 26th June
s.s. "ZOSMA" 26th July
s.s. "OOSTKERK" 23rd August

SAILINGS FOR EUROPE:

s.s. "ALDEBARAN" 4th July
s.s. "OLDEKERK" 10th July
s.s. "GEMMA" 7th August

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,
Agents,

Telephone Central No. 1574. York Building. [11

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KIDDERPORE"	5,334	21st June, Noon	Singapore, Penang, Colombo, Bombay and Karachi.
"MANTUA"	10,902	26th June, Noon	Marseilles and London.
"JEYPORE"	5,318	5th July	Singapore, Penang, Colombo and Bombay.
"KARMALA"	9,123	10th July	Marseilles, London and Antwerp.
"PADUA"	5,907	15th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	8,985	22nd July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Anwerp.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Anwerp.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"KARMALA"	9,123	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELLA"	8,097	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHIA"	7,764	7th July	Singapore, Penang and Calcutta.
"TILAWA"	10,006	12th July	do.
"TALAMBA"	8,018	19th July	do.
"SHIRALA"	7,841	22nd July	do.
"TALMA"	10,000	3rd Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

*"ARAFURA"	6,600	29th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th July	
"TANDA"	6,956	27th August	

*Calls at Kolambugan.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ALIPORE"	5,273	20th June, 6 a.m.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	23rd June	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	25th June	Shanghai, Tsingtau, Weihaiwei and Kobe.
"TALAMBA"	8,018	28th June	Kobe and Yokohama.
"SHIRALA"	7,841	1st July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	6th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"TALMA"	10,000	14th July	Shanghai and Kobe.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	do.
"ARAFURA"	6,000	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,123	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ST ALBANS"	4,500	4th Jan.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

Calling at Swatow for Passengers only.

AND RETURN
(Occupying 9 or 10 Days)

HAIHONG Capt. Ellis Walker ...Saturday, 19th June, at 1 p.m.

AMOY & FOOCHOW

HAINING Capt. W. C. Passmore Tuesday, 22nd June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

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CHINA NAVIGATION CO., LIMITED.

HOIHOW & HAIPHONG	"TAMING"	On 17th June,	10 a.m.
WEIHAIWEI, CHEEFOO & TIENTSIN	"HUICHOW"	On 17th June,	4 p.m.
SHANGHAI	"SUNNING"	On 17th June,	6 p.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 19th June,	6 a.m.
SHANGHAI	"YINGCHOW"	On 20th June,	6 a.m.
BANGKOK	"KAYING"	On 21st June,	6 p.m.
AMOY & SHANGHAI	"SINKIANG"	On 22nd June,	6 a.m.
AMOY & SINGAPORE	"KIANGSU"	On 22nd June,	6 a.m.
HAIPHONG	"CHEKIANG"	On 23rd June,	10 a.m.
SHANGHAI	"SOOCHOW"	On 24th June,	6 a.m.
AMOY & SINGAPORE	"KALGAN"	On 25th June,	6 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 26th June,	6 a.m.
AMOY & SINGAPORE	"KWANGCHOW"	On 29th June,	4 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Agents.

TELEPHONE CENTRAL 36.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	In Port	19th June, Noon
TAIPING	16th July	21st July
CHANGTE	13th August	18th August
TAIPING	12th September	17th September

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
Agents.

TELEPHONE: CENTRAL 36. [5

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "DACRE CASTLE" Sailing on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI
From Hongkong.
S.S. "VENEZIA" 5th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hongkong.
M.V. "ESQUILINO" Sails about 30th June.
S.S. "VANEZIA" Sails about 31st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 31st July via Rangoon and Colombo.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.
Agents.

Telephone: Central 1030. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF CANTON" Via Suez Canal 18th June.
S.S. "COLORADO" Via Suez Canal 2nd July.
S.S. "LAOMEDON" Via Suez Canal 16th July.
S.S. "CITY OF BEDFORD"... Via Suez Canal 30th July

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Paticulars, apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. OR THE BANK LINE, LTD., HONGKONG. JARDINE, MATHESON & CO., LTD., CANTON. [21

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Amoy	*Tjitarem* ...	17th June.
Shanghai	*Yingchow*... ...	17th June.
Australia & Manila	*Aki Maru* ...	18th June.
Manila	*Pres. Cleveland* ...	18th June.
Europe via Negapatam (Letters and Papers, London, 20th May)	*Alipore*	19th June.
Japan & Shanghai...	*Katori Maru* ...	19th June.
Manila	*Pres. McKinley* ...	20th June.
Manila	*Empress of Asia*...	21st June.
Japan and Shanghai	*Angkor*	23nd June.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Pierce* ...	24th June.
U.S.A., Canada, Japan & Shanghai...	*Pres. Jefferson* ...	24th June.

OUTWARD MAILS.

For	Per	Date
		Thursday, 17th,
Hoihow and Haiphong	*Tanying* ...	8.30 A M
Straits	*Apoey*	8.30 A M
Java via Batavia	*Lipsondari*	10.30 A M
Sandakan	*Hirsang* ..	12.30 P M
Japan	*Oakpark* ...	2.30 P M
Wei Hai Wei	*Hutchow* ..	2.30 P M
Swatow and Amoy	*Yuen Overstruten*...	3.30 P M
Shanghai	*Sunning*	4.00 P M
Japan	*Yuenang*	5.00 P M
		Friday, 18th,
Java via Sourabaya	*Tjitarem* ...	10.30 A M
Manila	*West Cadron* ...	10.30 A M
Shanghai	*Oheman*	5.00 P M
		Saturday, 19th,
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 1st July	*Changte* ...	Parcels 9.00 A M Reg. 9.45 A M Letters 10.30 A M
Swatow, Amoy & Foochow	*Hai Ning* ...	Noon
*Straits & Calcutta	*Nansang* ...	Parcels Noon Letters 1.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 18th July	*Katori Maru* ...	Reg. 12.45 P M Letters 1.30 P M
Shanghai, Japan, Honolulu *Canada *U.S.A., & *C. & *S. America & *EUROPE via San Francisco—due San Francisco, 14th July, & EUROPE via Siberia (letters & postcards, specially superscribed "via Siberia" only)	*Pres. Cleveland*	Parcels 3.00 P M Reg. 4.45 P M Letters 5.00 P M
		Sunday, 20th.
Swatow, Amoy and Formosa...	*Hosan Maru* ..	9.00 A M
		Monday, 21st,
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 10th July, & EUROPE via Siberia (letters & postcards specially superscribed "Via Siberia" only)	*Pres. McKinley*	Parcels Noon Reg. 2.45 P M Letters 3.30 P M
Bangkok	*Kaying*	4.00 P M
Amoy	*Sinkiang*	5.00 P M
		Tuesday, 22nd,
Haiphong	*Chekiang*	8.30 A M
Amoy & Foochow	*Hai Ning* ...	Noon
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & *EUROPE via Marseilles—due Marseilles, 24th July	*Angkor* ..	Reg. 1.45 P M Letters 2.30 P M
		Wednesday, 23rd,
Haiphong	*Mingsang* ..	8.30 A M
Shanghai	*Yatshing*	10.30 A M
		Thursday, 24th,
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 12th July	*Emp. of Asia* ...	Parcels 9.00 A M Reg. 9.15 A M Letters 10.00 A M
		Friday, 25th,
Shanghai & Japan	*Laisang*	5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 23rd July	*Mantua*... ...	Parcels 5.00 P M Reg. 26th, 9.45 A M Letters 10.30 A M

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"EUMAEUS"	29th June	Mars., L'don., R'dam. & Hamburg.
"PHEMIUS"	6th July	Mars., L'don., R'dam. & Hamburg.
"DARDANUS"	13th July	Mars., L'don., R'dam. & Hamburg.
"HECTOR"	28th July	Mars., L'don., R'dam. & Glasgow.

*Calls at Casablanca.

LIVERPOOL SERVICE.

"BELLEROPHON"	1st July	Genoa, Marx., Havre, Liverp. & Glas.
"YANGTSZE"	20th July	Genoa, Havre, Liverp. & Glas.
"OANFA"	20th Aug.	Genoa, Havre, Liverp. & Glas.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TALTHYBIUS"	23rd June	Victoria, Vancouver & Seattle.
"PHILOCTETES"	15th July	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"LAOMEDON"	10th July	New York, Boston & Baltimore.
"DOLIUS"	27th Aug.	New York, Boston & Baltimore.

PASSENGER SERVICE.

"HECTOR"	28th July	Singapore, Marseilles & London.
"SARPEDON"	8th Sept.	Singapore, Marseilles & London.
"PATROCLUS"	20th Oct.	Singapore, Marseilles & London.
"ANTENOR"	17th Nov.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital$50,000,000
Issued and Fully Paid-up$20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000

Reserve Liability of Proprietors$20,000,000

Head Office: Hongkong.

Court of Directors:
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq. J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager:
A. H. Barlow, Esq.

Branches:—

Amoy	Hongkew	Penang
Bangkok	Hoilo	Rangoon
Batavia	Ipoh	Saigon
Bombay	Johore	San
Calcutta	Kobe	Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei
Foochow	Malacca	Patani
Haiphong	Manila	Tientsin
Hamburg	Nagasaki	Tokyo
Hankow	New York	Tsingtao
Harbin	Peking	Yokohama

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 27th May, 1926. [25

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hongkong & Shanghai Banking Corporation,
A. H. Barlow,
Chief Manager.
Hongkong, 27th May, 1926. [2

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
A. H. Ferguson,
Manager.
Hongkong, April 15th, 1925. [30

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.59,667,283.54

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hongkong	Saigon
Canton	Mengtsz	Shanghai
Djibouti	Noumea	Singapore
Fort Bayard	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfou

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. Lecot,
Manager.
Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LIMITED.
Head Office: Hongkong.
10, Des-Voeux Road Central.

Authorized Capital$10,000,000
Paid-up Capital 5,000,000
Reserve Fund 1,200,000

Branches and Agencies.

Canton	Osaka	Haiphong
London	Singapore	Batavia
Seattle	Melbourne	Kowloon
Nagasaki	Calcutta	New York
Tientsin	Saigon	Kobe
Manila	San Francisco	Peking
Bombay	Taipeh	Rangoon
Shanghai	Tokyo	Sourabaya
Paris	Penang	Semarang
Honolulu		

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Safe Deposit Boxes To Let.
Kan Tong Po,
Chief Manager.
Hongkong, 22nd May, 1920.

COMMERCIAL.

OPENING QUOTATIONS.

June 16th, 1926.

On London.—	
Telegraphic Transfer	2/2⅛
Bank Bills, on demand	2/2 15/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/3⅛
Credits, at 4 months' sight	2/3 13/16
Documentary Bills, 4 months' sight	2/4 1/16
On Paris.—	
Bank Bills, on demand	1,940 nom.
Credits, 4 months' sight	1,950 nom.
On New York.—	
Bank Bills, on demand	99⅜
Credits, at 60 days' sight	99⅜
On Bombay.—	
Telegraphic Transfer / Bank Bills, on demand	150
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	150
On Shanghai.—	
Bank Bills, at sight / Private, 30 days' sight	nom.
On Yokohama.—On demand	110⅛
On Manila.—On demand	104⅜
On Singapore.—On demand	90⅛
On Batavia.—On demand	134⅜
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	82⅛
Sovereign, Bank's Buying rate	$3.00
Gold Leaf, 100 fine, per tael	—
Bar Silver, per oz.	30⅛

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,800,000
Paid-up Capital£1,050,000
Reserve Fund£1,350,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala	Rangoon
Colombo	Lumpur	Shanghai
Delhi	Kuantan	Simla
Galle	(Pahang)	Singapore
Hongkong	Madras	Sourabaya
Howrah	New York	

Hongkong Branches:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. Sandes, Manager.
7, Queen's Road Central,
Hongkong, June 17th, 1926. [29

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

Head Office:
74, Rue St. Lazare, Paris.

Capital Frs. 20,000,000
Reserves Frs. 11,160,000
Special Working Capital Frs. 50,000,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Peking	Shanghai	Tientsin
Canton	Hongkong	

Bankers:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. Rollin,
Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

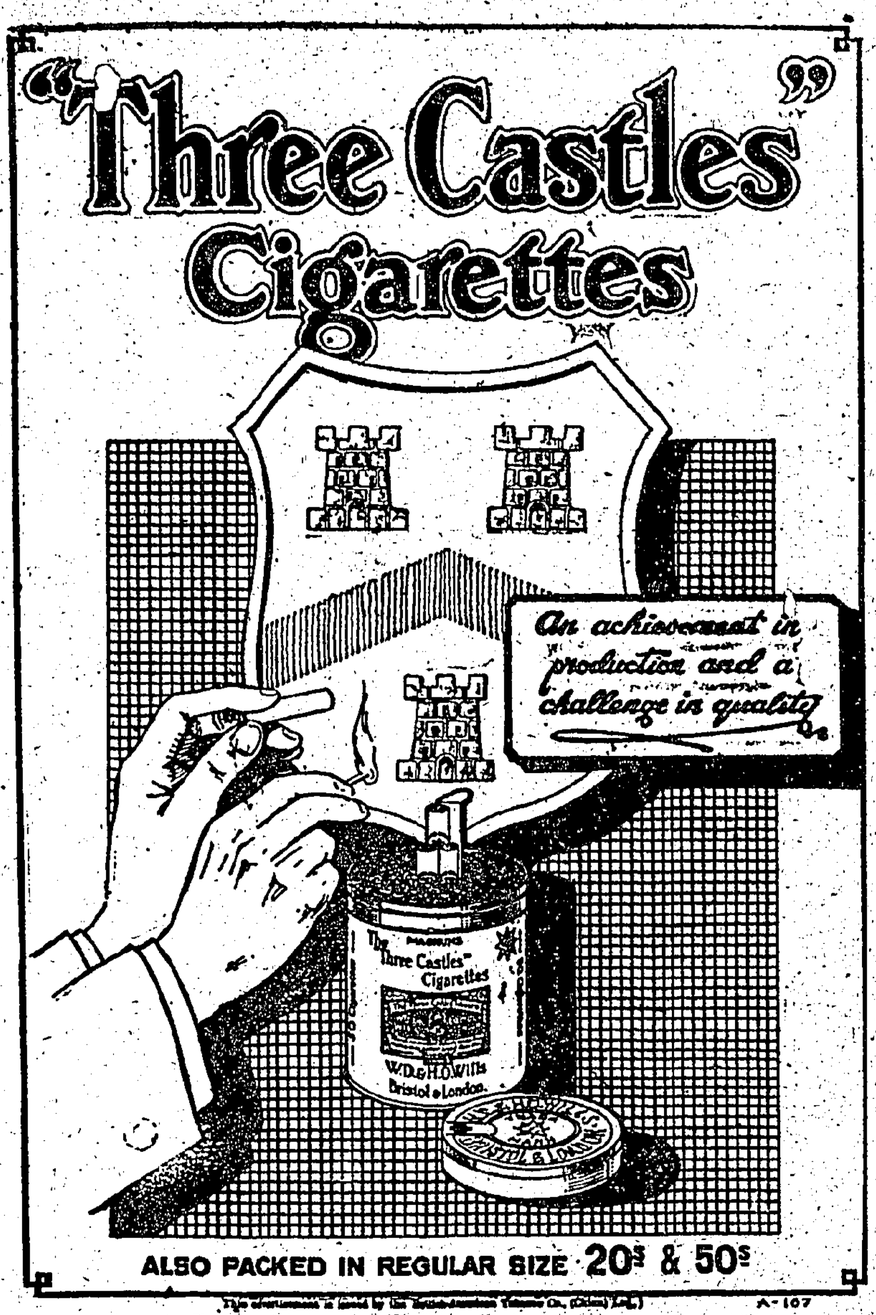
Capital Subscribed Yen 45,000,000
Capital (Paid-up) Yen 39,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
T. Takagi,
Manager,
Hongkong Branch,
3, Des Voeux Road, Central.
Hongkong, 11th May, 1926. [27



This advertisement is issued by the British-American Tobacco Co. (China) Ltd. A-167

THE BANK OF CHINA.
中華銀行
(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital...$60,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,864,398.69

Head Office:—Peking.
Hongkong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
Tsuyee Pei,
Manager.
Hongkong, January 16th, 1926. [38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society).

Established 1824.
Hongkong Branch established 1906.

Authorized Capital
Guilders 150,000,000 (£29,500,000)
Paid-up Capital " 80,000,000 (£6,666,670)
Reserve Fund " 20,536,861 (£1,711,405)
Special Reserves " 22,660,000 (£1,888,330)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the World.
Banking Business of Every Description.
J. C. Maassen,
34] Acting Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) Yen 100,000,000
Reserve Fund Yen 66,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kai Yuen	Rangoon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen	Nagasaki	Singapore
(Dalny)	Nagoya	Shimonoseki
Fengtien (Mukden)	Newchwang	Sydney
	Osaka	Tientsin
Hamburg	New York	Tokyo
Hankow	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtao
Honolulu		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
C. Arima, Manager.
Hongkong, 11th March, 1926. [35

THE BANK OF CANTON, LTD.
Head Office: Hongkong.
Established 1912.

Authorised Capital£1,200,000
Paid Up Capital£1,082,925
Silver Reserve Fund $ 700,000
Branches:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
Correspondents: in all Principal Cities of the World.
London Bankers:—The Lloyds Bank, Limited.
Every description of banking business transacted.
Safe Deposit Boxes in various sizes to be let from $5.00 to $40.00 yearly.
LOOK POON SHAN,
37] Chief Manager.

EQUITABLE EASTERN BANKING CORPORATION.
AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, Wall Street,
NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
London and Paris Agents:
EQUITABLE TRUST Co., of N.Y.
38] D. M. BIGGAR, Manager.

RUSSO-ASIATIC BANK.

	Roubles.
Capital (Fully-paid)	55,000,000
Reserve Fund	26,960,000 Kup. Tls.
Capital Contributed by the Chinese Govt.	3,500,000
Reserve Fund	1,760,000

Head Office:
Paris: 9, Rue Boudreau.
London Office:
64, Old Broad Street, E.C.2.
Bankers:
London: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Development du Commerce et de l'Industrie en France.
New York: The Irving Bank-Columbia Trust Company.
San Francisco: The Crocker National Bank of San Francisco.

Branches in Asia:

Changchun	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen	Kashgar	Tientsin
Hailar	Kuldja	Urumtsi
Hankow	Newchwang	Yokohama

Hongkong Branch:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
L. Baines, Manager.

To the Publisher
"HONGKONG WEEKLY PRESS"
1A, Chater Road, Hongkong.
Please send me the "Hongkong Weekly Press" from _____ 1926 to _____ addressed as follows:—

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